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ATLANTIC FISHERMAN

AUGUST, 1943

JETTISON TANKS of *Columbian*

CO-RO-LITE PLASTIC

Snarling as they leap from a carrier's deck, Navy "Wildcats" prowl deep into enemy territory. Their radios are silent—must remain silent even if they are forced down by lack of fuel. And miles out—far over the horizon's rim—they may run into Zeros, may engage in a running dogfight that carries them leagues off their course.

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A Sisal-Filled Plastic

As strong as steel, as light as wood, Columbian Co-Ro-Lite Jettison Tanks are made from resin-impregnated sisal fibres. No essential metal is lost when they are dropped. They're simply another in the long list of Columbian Rope Company's contributions to the war effort—another instance where Columbian carries the fight to the enemy.

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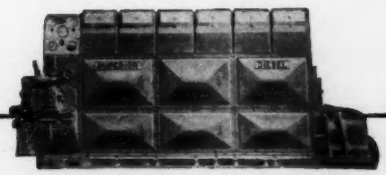

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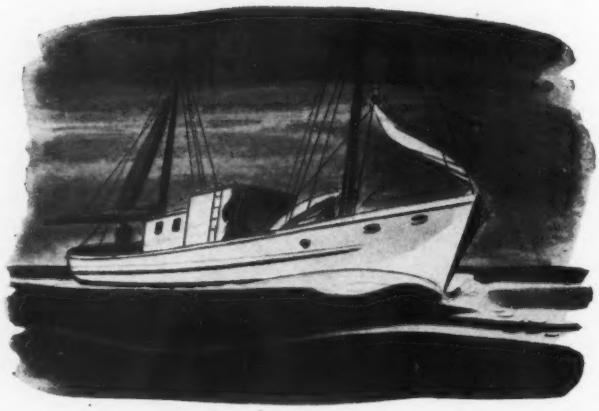
that insure dependable power and operating economy:



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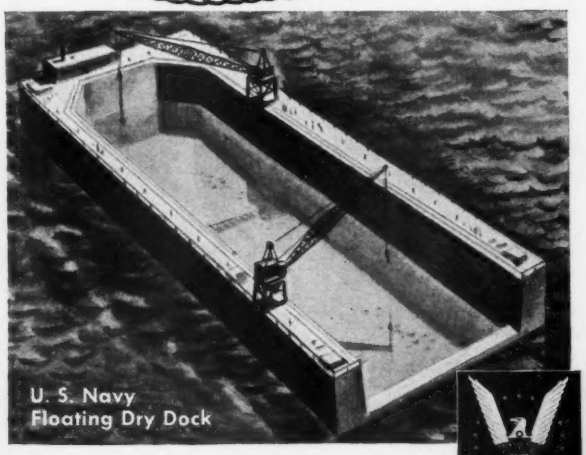

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PAINTED BY WORDEN WOOD

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Yes, even hospital ships use rope—lots of it. And you can help conserve your nation's supply for such important uses by urging customers to take care of their rope and please, re-order only when necessary.

● The illustration is from the "American" Series of United States Naval Vessels. Write for a FULL COLOR REPRODUCTION suitable for framing.

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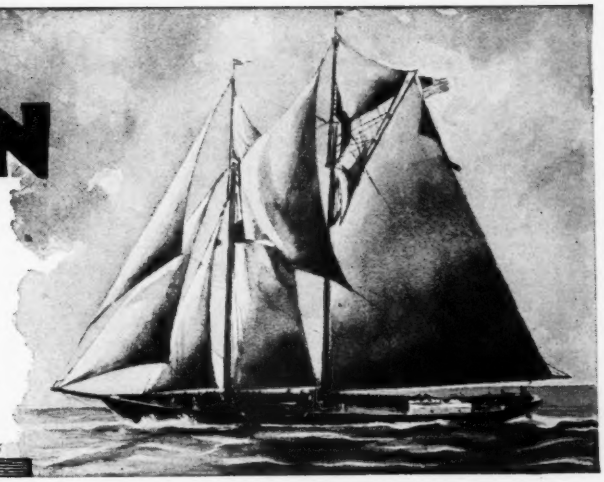

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War Shows Need for National Organization

AT the convention of the oyster industry in June, Congressman Schuyler O. Bland of Virginia, who is Chairman of the Merchant Marine & Fisheries Committee of the House, made some very pertinent remarks regarding the need for better organization of the fishing industry.

Speaking of industry problems he stated: "We shall never know, and we shall never find solutions until there is more complete organization of all branches of the industry, more united approach to a proper solution of the industry's many problems, greater harmony among all groups, closer cooperation between all sections, and less disposition to blame others."

Congressman Bland's comments bring to mind the matter of a National association for the fisheries. Such an organization existed back in the twenties, and although several attempts have been made since to revive the idea, the industry today is without a unified voice.

True, we do have some excellent associations covering particular phases or sections of the industry, directed by well qualified men who have very ably analyzed the problems of their groups and obtained appropriate solutions.

However, as might be expected, the interests of one group have sometimes conflicted with those of another. Certain problems are peculiar to one section or to a limited range of fish species. There is a natural inclination for one group to seek benefits which might be adverse to the wishes of another, and naturally each group wants to promote the sale of its particular products. In spite of this situation, no attempt should be made to disrupt the fine work which the individual associations are doing.

But there is need for an industry-wide organization which could handle problems common to all sections, and which could promote all fish and shellfish as a desirable food.

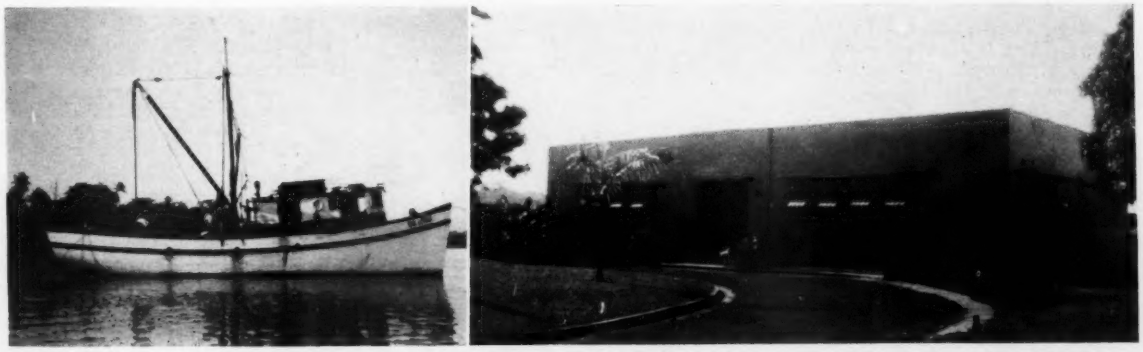
Such an association could have direct membership among producers who operate boats and among processors who operate plants, so that it would represent the entire industry. Each locality or section could elect representatives or consultants.

It would be advantageous to have as manager a person who has had no previous connection with the seafood business, but who has had experience as an organizer and business administrator. He would correlate the needs of the entire industry, in cooperation with industry representatives, and secure proper action wherever and whenever needed.

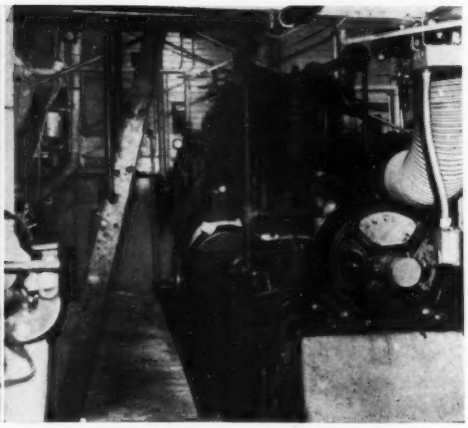
The benefits that would accrue from a National association are many. Foremost in importance would be a central clearing house for dealing with the Government. Federal controls have assumed major importance in every business. Washington officials are interested in the fishing industry as a *whole;* their regulations must necessarily affect the entire country. Their actions are based largely on what they can find about the industry and its requirements, and it has been demonstrated that in many cases they do have sufficient information about the fishing industry. Despite the good work the industry's spokesmen have done in Washington, they are often at a disadvantage because they represent only a segment of the business.

A National association could furnish statistics covering the over-all operations of the industry. It could act for the good of the industry as a whole, compromising the differences between various sections. It could work toward the solution of the many problems which are similar in all sections.

Furthermore, it would give Government officials the fundamental facts they need in order to act promptly and intelligently on matters that affect the whole industry.



The new fisheries laboratory established in Mayaguez, Puerto Rico by the U. S. Department of Interior and the Insular Department of Agriculture, and the exploratory fishing vessel "W. B. Lewis" used for experimental work.



The dragger "Wind", operated by General Seafoods Corp., Gloucester, Mass. Inset, her skipper, Capt. Albino Pereira. Right, the engine room, showing the 300 hp. Fairbanks-Morse Diesel.

"Wind", Formerly "Sealshipt", Has Magnetic Clutch

THE dragger *Wind*, recently placed in service at Gloucester, Mass., under command of Capt. Albino Pereira, represents one of the most extensive fishing vessel conversions ever performed. Now operated by General Seafoods Corp., the vessel was formerly the 37-year-old, covered deck oyster dredger *Sealshipt*, owned by Connecticut Oyster Farms, Milford, Conn.

After being brought to General Seafoods' Marine Department at East Boston, the vessel was stripped to the deck, preparatory to reconditioning under the direction of Shore Engineer John Christopher. A new deck house and modern fan-cooled pilot house were constructed, the forward deck was renewed and a whaleback erected, a tripod mast was installed aft, and hull sheathing was placed in the way of the new gallows. A 10″ section was added to the keel, and bilge keels were put on to help compensate for the vessel's comparatively shallow draft.

The *Wind* is 97.4′ long, with a beam of 25′ and draft of 7.4′. Her fish capacity is 140,000 lbs., and accommodations are furnished for 8 in the fo'c's'le, 1 in the pilot house and 4 in the cabin.

With the exception of her main and auxiliary engines, the vessel has been outfitted with new machinery and accessories, which have been installed to provide best possible efficiency and convenience for dragging work.

The main engine is a 300 hp., 300 rpm. Fairbanks-Morse model of the crankcase scavenging and fresh water cooled type. It was placed in the vessel a few years ago, replacing steam power.

The engine turns a 68 x 58 propeller on a 6″ bronze-sleeved steel shaft, through a Kingsbury thrust bearing, giving the vessel a speed of 10 knots. There is a 5 kw., 700-900 rpm. Diehl shunt wound, tail shaft generator on which the voltage can be regulated as wanted for different speeds.

Fuel oil is carried in 4 tanks with a total capacity of 5100 gallons. There is a 150 gallon lube oil tank, and two tanks holding 1400 gallons of fresh water. All tanks are placed in the engine room. Deluxe filters are provided for both fuel and lubricating oils.

The auxiliary equipment comprises an 8 hp. Fairbanks-Morse Diesel which is V-belt connected to a 5 kw. compound wound General Electric generator, and which operates the air compressor and salt water pump through clutches.

Heat for cabin and deck house is supplied by a power driven, oil burning system with controlled 15 lbs. steam pressure, located in the engine room.

The steering gear assembly was furnished by New England Trawler Equipment Co., and is completely an inside installation with quadrant placed below deck.

The main bilge pump of the plunger type is operated by a 1100 rpm., 3 hp. General Electric motor. In the fo'c's'le there is a centrifugal bilge pump driven by a 1 hp. motor, which takes care of any leakage forward without draining through the hold.

An innovation in the galley is an electric exhaust fan, located in the escape hatch under the whaleback. The range is of oil burning type with gravity feed. There is continuous ice water available from a coil system. A single hand pump is used for both drinking and hot water.

All the electrical fixtures and wiring in the vessel were replaced under the direction of the Company's Chief Electrician, John Pleach, and the system changed from 32 to 115 volt, with a new set of Willard batteries. In order to eliminate the danger of condensation, basket weave and lead marine cable was used for all wiring throughout. A new switchboard was installed for all electrical equipment in the engine room. A switch panel in the pilot house controls lights on deck, in the hold and running lights, as well as the Submarine Signal Co. Fathometer and emergency alarm. A double set of running lights are installed so that in case of failure the duplicate system can be placed in operation immediately.

All wiring is enclosed or back wired. A steel guard gives protection against ice to wires on the masts. By carrying the flood light wiring through the inside of the bridge railing, only 6″ of the wire is exposed.

An interesting feature of *Wind* is the electric magnetic clutch control for her trawl winch. This is a new development for fishing vessels, with only one installation reported to have been made heretofore. It provides extremely positive control, with utmost flexibility and greatest possible safety.

The clutch is connected by chain drive to a 400-fathom capacity, worm geared New England winch. In preparing for the installation it was necessary to cut out a section of the main engine flywheel 3″ deep and 50″ in diameter. This was accomplished by turning over the engine with a 5 hp. reduction-gear head motor with shore current, after the engine compression had been relieved.

The magnetic clutch equipment, furnished by Dynamatic Corp., consists of coils placed in the flywheel cavity, which are energized by the batteries. There are collector rings on the clutch, fed by stationary brushes. When current is applied through a Cutler-Hammer rheostat control, the clutch becomes engaged with the flywheel on the principle of a three-phase motor.

As there is an air gap between the coils and the rotor, there is nothing that can burn up. Since the clutch will automatically develop slippage under excessive strain, the amount of which can be predetermined in ratio to the applied current, there is no chance of tearing up nets or damaging the winch.

There are two safety control buttons in the pilot house, with which the winch can be stopped instantly through a magnetic brake arrangement. The amount of current required to operate the winch is very small, being only 11 amps. on the clutch and 5.7 amps on the brake.

How New Jersey Plans for More Oysters

Dr. Thurlow C. Nelson, New Jersey Oyster Research Laboratory, Rutgers University, Outlines Program

SUCCESSFUL production of oysters requires three things: (1) a dependable supply of seed; (2) a reliable source of oyster food for growth and fattening; (3) adequate control of oyster enemies. New Jersey is unique among our states in that better than 90 percent of the seed oysters planted upon privately leased grounds come from State controlled natural oyster beds. These beds furthermore are used solely for seed production and not for raising marketable oysters. The industry is concentrated in three areas: Great Bay and the Mullica River; Great Egg Harbor, Great Egg Harbor River and Tuckahoe River on the Atlantic seaboard; Maurice River Cove and Delaware Bay where most of the industry is located.

The map of Maurice River Cove and Delaware Bay shows a wide cove which narrows down to the bay and the river. Maps of Great Bay and of Great Egg Harbor would show an essentially similar situation. The oyster planting grounds lie well down in the broad expanse of the lower bay while the natural oyster beds lie in the much narrower area where the bay funnels down into the river. In Maurice River Cove lie approximately 30,000 acres of planting grounds with some 20,000 acres of natural oyster beds in the upper narrow portion of the bay.

Dr. Julius Nelson showed in 1917 that oyster larvae rise during flood tide and thus are carried toward headwaters. Our own studies in Little Egg Harbor published in the same year and later work in Barnegat Bay and in Delaware Bay have abundantly confirmed this reaction of the larvae to the tides. As a result of this distribution of the larvae there are in Delaware Bay as a whole three primary setting areas; above the Southwest Line on the New Jersey side, the corresponding area on the Delaware side and the Cape May shore of the lower bay. Among the factors responsible for this distribution of the oyster larvae, the most important appears to be the set of the currents resulting from the rotation of the earth. The contribution of science to the problem of seed production in New Jersey has been to demonstrate where the larvae are most abundant and the period over which setting may be expected to occur.

The survival of the natural beds in Delaware Bay has been due solely to the enforcement of the Rough Cull Law of 1899 which provides that not more than one-seventh of the catch shall consist of shells to which no oysters are attached. All other shells must be returned at once to the bottom. Supplementing the natural supply of shells has been the shell planting program carried out jointly by the State of New Jersey and the oyster growers. A portion of the tax on gross tonnage of the boats and of the license fees of tongers is used to match on equal terms the state appropriation for shell planting. The shells are purchased from the local shucking houses and planted where the prospects of a favorable set are good and where they are most needed in maintaining the beds. In 1928 more than a million bushels of shells were planted under this cooperative agreement. Furthermore, they were planted according to advice received from the Oyster Research Laboratory. That this method of handling the beds is economically and biologically sound is proved by the steady rise of the industry to its peak of over five million dollars worth of oysters in 1928.

The oyster drill dredge developed by the New Jersey Oyster Experiment Station is like a big dust pan. Covering the "pan" and raised in this view is a coarse grid. When lowered into position, this forms a gently inclined plane over which the oysters slide when the dredge is hauled along the bottom. The oyster drills fall through the grid and collect in the pan while the oysters fall over the back of the dredge onto the bed again.

Value of "Sanctuaries"

Our experience over more than half a century in New Jersey proves the value of placing the natural beds upstream from the planting grounds. The larvae are carried here from the planting grounds while the low salinity keeps down the various enemies of the oyster all of which are marine. The young spat are, therefore, able to pass through the dangerous first months, when their shells are very thin, protected from these enemies.

Experience has also shown the wisdom of providing "sanctuaries" of spawning oysters in close proximity to the planted shells. Again and again we have found on the natural oyster beds of Delaware Bay only light sets on newly planted shells except in a zone above and below the sanctuaries where the set has often been very heavy. For example, we recently dredged shells adjacent to New Beds and found only three clusters of last year's set in a dredge full of empty shells. A short distance away where large oysters were planted with the shells, practically every shell bore a heavy set.

The decade 1930 to 1940 will long be remembered as the driest on record in this State. The food available to the oyster was sharply diminished while the enemies all of which are marine enjoyed a Roman holiday. This coupled with loss of oysters on bottoms shifting during two hurricanes reduced New Jersey's output from approximately 14 million pounds of oyster meats a year to about half that figure.

This is the war's challenge to the industry in New Jersey; can we return to the production figures of the years before 1931? Our first step is to reduce our losses due to our worst enemy, the oyster drill. On a conservative estimate we lose from this pest alone at least one quarter of our total possible crop. Three practical methods for control of drills are: the drill trap, the drill dredge, and the deck screen. The trap is a small bag of one inch chicken wire containing young oysters and strung on a trotline. Drills are attracted to these younger oysters and may be shaken out into the boat by lifting the line as often as necessary. The drill dredge drawn through a bed of oysters permits these to tumble up the inclined grid while the drills fall through into the pan beneath. The deck screen receives the catch from the dredge; the oysters are shoveled back, the drills fall through. Use of this device during transplanting should be made mandatory. In its present form, however, the deck screen is not wholly satisfactory, the chief drawback being that screens are not lifted frequently enough to keep the trash with

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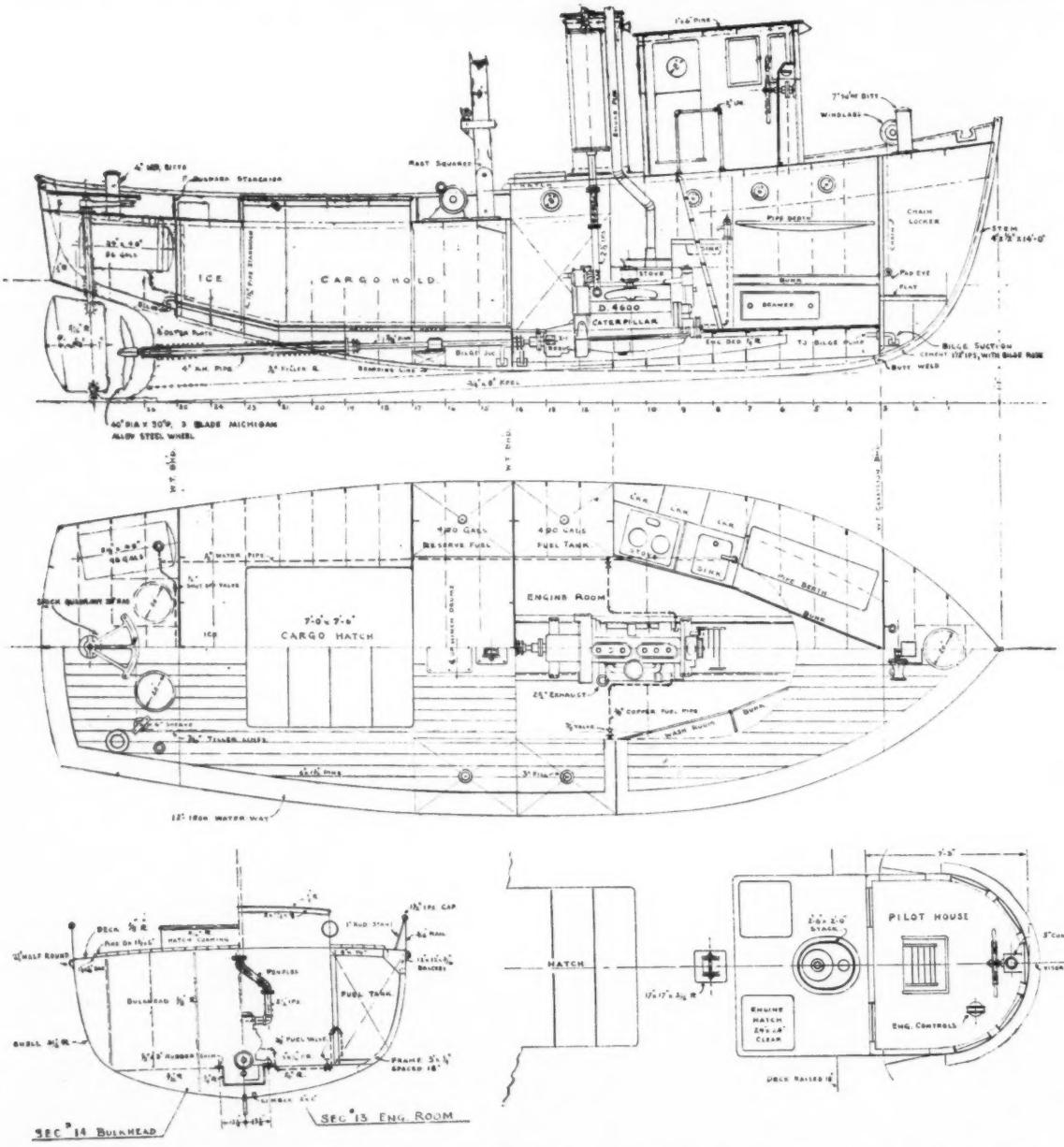
Small Steel Fishing Boat Building in Mexico



Inboard profile, arrangement, cross section and pilot house detail plans of 43 ft. steel dragger being built in Mexico.

THE accompanying plans are for a 43′ x 15′ x 6′ all steel, welded dragger being built for Senor Bernardo E. Gonzales of Sinaloa, Mexico. They are made from designs by J. Murray Watts, naval architect of Philadelphia. The boat is said to be the first one of her type and size built in Mexico.

The plans show a beamy boat of conventional dragger type, with a large cargo hold aft, and the fuel tanks over the center of gravity. There are four watertight compartments which make her practically unsinkable.

The hull is plated with 3/16″ steel. Frames are 3″ x ¼″, spaced 18″, stem is 4′ x ½″ and keel is ¾″ x 8″.

For protection against heat, the steel deck is covered with 6″ x 1½″ pine, and the hold has 6½″ insulation to preserve the catch. The hold has 786 cubic feet of space, which would accommodate approximately 32,000 lbs. of fish and ice.

The pilot house is of steel with 1″ pine, canvas covered roof, and contains the fo'c's'le companionway.

A 2′ 6″ x 2′ stack encloses the exhaust silencer and stove smoke pipe. The mast is 27′ 6″ high, being 8″ thick at the base and tapering to 4″.

In the tropics the crew generally sleep on deck, but there are quarters for four below, and a good sized galley and wash room.

The boat is powered with a D4600 Caterpillar Diesel, equipped with Penflex exhaust hose. It drives a 40″ x 30″ Michigan 3-blade propeller through a 2:1 reduction gear, to give a boat speed of 8 mph.

Maintenance of Fire-Fighting Equipment

C. B. White, American-LaFrance-Foamite Corp. Describes Checking and Refilling of Apparatus

PROPER fire protection for fishing boats always has been an important consideration. Today it is a vital necessity in order to provide against the possibility of serious damage, which would be difficult to repair because of material and labor shortages, and which would disrupt urgently needed food production.

Every boat should have fire-fighting equipment readily accessible at all fire hazard points, such as engine room, galley, location of heating stove, sleeping quarters, and in the pilot house to be available for short circuits on deck.

The foam type of equipment is recommended as best for fires involving wood, because of its fireproofing and smaller wetting effects, with the soda-acid type designated as good except in places involving oils and greases. For fires around gasoline, oil and greases, the foam type is rated best, with the vaporizing liquid type considered good under most favorable conditions, and the carbon dioxide type recommended as ideal for running or dripping flamable liquid fires. For fires around electrical machinery, where current is not turned off, only the vaporizing liquid and carbon dioxide types are suitable, since their streams are non-conductors.

The success of the extinguisher in time of emergency depends largely upon the maintenance and proper use of the unit. Experience has shown that given a good extinguisher, properly charged and maintained, it will prove its value in an emergency if the user is familiar with its characteristics, range, duration of discharge, etc.

Vaporizing Liquid Type

The common hand devices used in the application of vaporizing liquid range in capacity from one quart to two gallons. The most common size is the one quart. The method usually employed for ejecting the fluid from its container is hand pumping, although the sizes of one gallon and larger are equipped with cylinders containing air under pressure which is capable of forcing the liquid out of its container through a suitable nozzle. The normal range of stream for the hand pump devices is around 20 ft. under full pressure.

Only the fluids offered by fire extinguisher manufacturers should be used for recharging. They must meet exacting specifications to guard against the presence of impurities. The specifications also determine the freezing point and the specific gravity of the fluid.

Carbon tetrachloride should not be used for charging fire extinguishers. The grades generally sold contain impurities which are likely to be destructive to the device. Furthermore, its freezing point is higher than climatic temperatures often encountered. Vaporizing liquid, on the other hand, is manufactured under exacting conditions, and has a freezing point of minus 50 Fahr.

Water should never be brought into contact with vaporizing liquid extinguishers. Although there is no direct and immediate reaction between water and vaporizing liquid, the phenomenon of hydrolysis does take place over a period of time with the consequent evolution of hydrochloric acid. This acid has an injurious effect upon the metallic extinguisher parts, leading to their eventual destruction.

The vaporizing liquid type of fire extinguisher should be inspected at regular intervals of not longer than 6 months.

The inspector should operate the pump a couple of strokes to make certain that the mechanism is in good working order and that the stream range is adequate. Several key men should be allowed to operate the extinguishers and "get the feel."

After the inspection, all extinguishers should be filled to their rated capacities. Any extinguisher which fails in the test should be sent back to the manufacturer for repairs.

Soda-Acid Type

First aid apparatus of the Soda-Acid type range in capacity from 2½ gal. to 40 gal. Such extinguishers depend for their operation upon the reaction between an acid and a carbonate. The former is contained in a glass bottle suspended near the top of the extinguisher and the latter is in solution in water in the shell of the extinguisher.

When the extinguisher is turned bottom up, these solutions come together producing CO_2 gas, the pressure of which expels the liquid contents.

This type extinguisher should be discharged and recharged annually. Sodium bicarbonate in solution tends to lose CO_2 unless the container is hermetically sealed. As CO_2 leaves the solution, the normal sodium carbonate is produced.

This normal carbonate has caustic properties and this causes attack on the lead-tin lining of the shell.

Furthermore, fire-fighting equipment is for emergency use only. For weeks, months, and years it lies idle. Only occasionally is it used, and then it is desperately needed. One way to keep such apparatus at full efficiency is by periodic checkup. The best method for this checkup is to actually operate the device.

Line up the empty extinguishers, remove the caps, take out the acid bottles and start to wash. With a hose stream, fill each extinguisher shell to overflowing. Note particularly whether the water flows through the hose and nozzle of each extinguisher during this process. If it does not, set that extinguisher aside for further investigation. Up end each shell, draining out all the wash water. Wash off the caps, lay on side to drain off wash water. Return shells to upright position and examine the inside by lowering in an electric lamp or by the use of a flashlight. Any that exhibit excessive corrosion or other abuse such as severe denting or damaged threads should be set aside for further inspection. The outlet should be clean and free of corrosion.

Each hose and nozzle assembly should be examined with great care. The nozzles are formed of soft metal and a severe blow may cause a complete or partial closure of the nozzle orifice. The hose should be flexible and free from breaks or cracks.

Due attention should be given to the cap and bottle assemblies. The cap threads should be clean and sharp, not worn. The cap should have a properly fitting rubber gasket which should be clean and flexible. The bottle should be gone over carefully for cracks and the bottle holder should be examined for corrosion. Make sure that the lead stopples for the bottles are in good condition and standard for each bottle.

Charges should be mixed and the powder thoroughly dissolved before filling the extinguishers. For this purpose a clean galvanized pail may be used for mixing single charges. Merely use the quantity of water (preferably lukewarm) specified by the manufacturer of the extinguisher and dissolve therein the carbonate powder provided by the manufacturer. Stir until thoroughly dissolved and then fill each shell to the filling mark soldered on the inside of the shell.

As each extinguisher is assembled, a dab of vaseline or cup grease should be spread on the threads of the cap and just a touch of grease on the rubber gasket. This procedure will be appreciated when cap is removed later. Then the cap should be screwed on tight making certain that at least four complete threads are engaged.

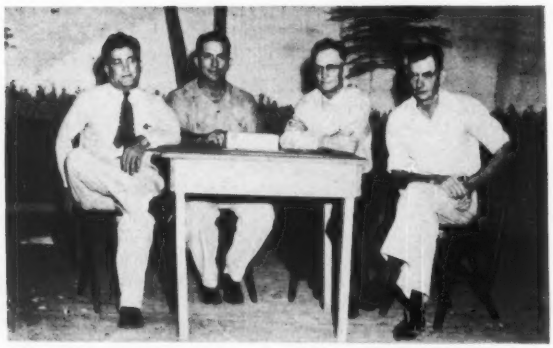
Mark the tags with the date of the current recharging, using a pencil rather than ink.

Each approved device of the pressure type is tested upon manufacture to the pressure indicated on the nameplate. The effects of time, abuse, freezing and other factors gradually reduce its strength. An extinguisher with a blocked nozzle may develop internal pressures as high as three hundred pounds per square inch. Blocking of nozzles may result from deteriorated hose, crushed nozzles, residual dried chemicals, etc.

The only reliable method of determining the fitness of an extinguisher for continuance in service is to subject it to a

(Continued on page 18)

Louisiana Shrimp Fleet Receives Blessing



The officers of the Gulf Coast Seafood Producers and Trappers Association, Inc., sponsors of the Annual Blessing of the fleet, at Morgan City, La. Left to right: Wallace Chaisson, vice-president; Aklen LeBlanc, secretary-treasurer, Harvey J. Lewis, president; T. B. Mock, second vice-president.

THE fishing fleets of Morgan City, Berwick and Patterson, numbering hundreds of craft, assembled in Berwick Bay for the eighth annual blessing ceremony on Sunday, July 18.

The benediction of the church was said by the Rev. Jules Toups, pastor of Sacred Heart Church, assisted by the Rev. Anthony Rousso and altar boys, assembled about the flagship *Ajax*.

Following the blessing, the craft, all gayly decorated and carrying many guests, staged a parade, with United States Coast Guard craft on patrol and escort.

In the afternoon, there was a parade, through the principal streets here, headed by the United States Coast Guard Band from New Orleans, and participated in by representatives of various civil organizations and unions.

The affair was sponsored by the Gulf Coast Sea Food Producers' and Trappers' Association, with Aklen LeBlanc as general chairman.

Oysters Planted by New Method

A new system for scattering oyster shells was used successfully for the first time in Gulf waters in the Louisiana Conservation Department's new oyster project designed to make 360,000 more barrels of oysters available for market in two years.

The planting of 90,000 barrels of oyster shells was done by a new pumping system, which scatters oyster shells from loaded barges over a wide area of water.

The 90,000 barrels of shells were planted as cultch for the propagation of oysters, and were divided into 30,000 barrels each for Sister lake, State seed oyster reservation in Terrebonne parish, near the border of Lafourche parish and Hackberry Bay (Bay du Chene), Jefferson parish. Commissioner McHugh said the project cost $37,500.

Seed oysters will be dredged later from overcrowded reefs and transplanted in depleted reefs, making better oysters in the overcrowded reefs and building up the depleted ones, he said.

The flagship "Ajax" owned and skippered by Captains Cris and Harold Hanson. Aboard the "Ajax", Father Jules Toups, the Rev. Mr. Anthony Rousso, and the Altar Boys of Sacred Heart Catholic Church, administered the Blessing, as they cruised past the shrimp trawlers anchored on either side of Berwick Bay.

New Trawlers

From a dozen trawlers in 1936, dealers and individuals now operate more than 200 boats built and equipped for deep water fishing. About 20 new trawlers are being built by Louisiana dealers, which will be ready for work within the next three to four months. Each complete trawler represents an investment of from $10,000.00 to $13,500.00.

Harvey Lewis and Buck Mock named their new trawler, *The Lt. G. O. Broussard*, in honor of a local boy who was the way to keep such appartus at full efficiency is by periodic first casualty of the Second World War from Morgan City. The new boat is powered with a D-13 Caterpillar. The owners will fish for V. Santos.

Among new boats recently launched, or to be built by Klonaris Shipyard at Morgan City are: A new trawler for the Brooks Seafood Corporation of Berwick, one 62-ft. for Riverside Sales Company of Berwick, one 56-ft. for Hardee Bros., of Berwick, two 52-ft. for B. Cheramie of Houma, one 60-ft. for J. H. Webster and M. A. Yonge of Morgan City, two 58-ft. for Versaggi Shrimp Company of Patterson, two 60-ft. trawlers for Versaggi Bros., one 68-ft. for Riverside Sales Company, one 58-ft. for Raymond Lelange of Golden Meadows, one 60-ft. for Jack Carinhas of Patterson, one 58-ft. for J. J. Hebert of Berwick, one 54-ft. for Charles Tambrella of Galveston, Texas, one 52-ft. for Nat Collins of Golden Meadows, one 56-ft. for J. H. Hardee of Berwick, one 60-ft. for Giordana of Morgan City, one 58-ft. for E. H. Davis of Morgan City and one 58-ft. for F. P. Tower of Morgan City.

A small section of the shrimping fleet tied up at the Morgan City wharf at the start of the Blessing ceremonies. Each boat was crowded with its quota of guests who enjoyed a "water parade" up and down the Bay after the religious rites were concluded.

Gulf Shrimp Receipts

SHRIMP receipts in the Gulf area were up slightly, from 100,397 barrels to 101,738. Due to high prices for fresh shrimp and increased demand, as well as to difficulties in obtaining sufficient cannery labor, a smaller percentage of the shrimp production went into cans than the first six months of 1942. During the first 6 months of this year, South Atlantic and Gulf State packers, who report to the Pure Food and Drug Administration, canned 63,186 cases compared with 122,540 for the similar period of 1942. As is the case with a number of other important fisheries, however, by far the largest shrimp production takes place in the last half of the year and it is still possible for the industry to surpass last year's production totals.

Oysters and Hard Crabs

Gulf oyster receipts were about equal to last year's figures: 689,491 barrels against 698,700. Hard crabs from this section fell to 3,780,915 pounds from 5,751,046.

Shortage of Ice for Shrimp

The Louisiana shrimp industry is now receiving only about 50 percent of its normal ice requirements due to the shortage which has affected other elements of the food business and civilian consumption as well. Reports were that 86 trawlers and 5 ice boats were tied up at Buras, 100 trawlers at Morgan City, and smaller numbers at other points along the Louisiana coast. An undetermined number of vessels was tied up in South Carolina ports.

Alabama Shrimp Season Open

The shrimp season for waters adjacent to Alabama and Florida opened August 5. Between 200 and 300 boats were contemplating fishing.

Gulfport Seafood Plant Reopened

The Gulfport Canning Company, formerly the Humphreys Canning Company, located on the Gulfport city docks, reopened under new management August 15 for the canning of shrimp and oysters. Directors of the new establishment are Frank Webster and John Evanovich.

Virginia Pound Catch

LANDINGS of fish in the Norfolk area during the month of July totaled 3,596,000 lbs., which amount was double that of the 1,719,800 landed in June. With the exception of 2500 lbs. caught by draggers, all the fish were from pound nets.

Croakers accounted for 75 percent of the production, with sea trout and butterfish ranking next in importance.

122,947 Bushels Oysters Planted

The Virginia repletion program represents the planting, between March 1 and August 1, of 122,947 bushels of oysters, chiefly shells. Of this total amount 1,100 bushels were transplanted, and 4,800 of the larger oysters were dredged and replanted. Distribution was made on Eastern Shore, Great Wicomico, the York, James and Potomac Rivers, and work is being continued.

Shad Hatching Shows Great Increase

Fishermen are highly pleased with the results of the shad hatching work on the Chickahominy, the Mattaponi and the Pamunky Rivers for the 1943 season resulting from the program of the Virginia Commission of Fisheries. A total increase in these areas of 2,107,000 eggs were received from spawning roe shad.

Crab Catch Increase Seen

Increase in the crab catch in the Chesapeake Bay and tributaries was predicted at the meeting of the Virginia and Maryland representatives at the Atlantic States Marine Fisheries Commission meeting recently in Baltimore.

Fishermen and crabbers of both States and their respective Commissions, are closer together on the problems of the seafood industry than ever before and the solutions are being sought with a high degree of cooperation.

Capt. Fred O. Dodge of Islesboro, Maine, on his 36' x 9' boat, which is equipped with Willard batteries, Columbian Rope, Linen Thread nets for 5 pockets, and a Hyde propeller. Capt. Dodge operates 5 weirs, and his fish go to the Belfast Packing Company.

Soft shell crabs in the Chesapeake Bay are apparently continuing the increase they showed last year and the production of crabmeat and other crab products in the area is at present limited only by shortage of labor and limited supplies of crab bait.

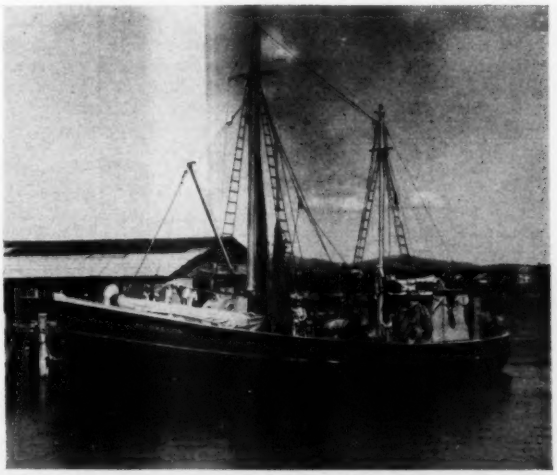
The production of crab products in the bay fell to 30,000,000 pounds in 1941, but since that time the crab population has shown a phenomenal increase.

An investigation is now underway to determine whether a protective area for spawning crabs which has been set aside by Virginia during each summer since 1941 is responsible for the increase. If it can be shown that recent increases in the natural abundance of crabs has been due primarily to the protection of spawning crabs within a sanctuary, a sound and practical conservation measure of importance has at last been found.

Soft crabs have been selling as follows: Jumbos, $4.00 per dozen, primes at $2.75, Hotel primes at $2.50, mediums at $2.00 and culls at 75c. These are the highest prices for soft crabs ever known.

New Crisfield Packer

A new seafood company has been conducting business in Crisfield this crab season, the Atlantic Oyster Co., Sherwood Ford, Proprietor. Mr. Ford is an experienced packer and has been in the business before.



The "Muskegon", owned and skippered by Capt. A. A. Bain of Rockland, Me. This dragger is 72' x 18' x 9' with accommodations for 12 men and a hold capacity of 60,000 pounds. She is powered by a 140 hp. Wolverine Diesel engine turning a Hyde propeller, and is equipped with a Kinney clutch, Hathaway winch, Shipmate range, and uses Gulf oil.

The new 81′ "G. N. Soffron", owned by Soffron Bros., Ipswich, Mass., and skippered by Capt. Hubert Cluett, Gloucester. She is equipped with 180 hp. Cooper-Bessemer Diesel, Love silencer, 8 hp. Lister Diesel auxiliary, Hyde propeller, Willard batteries, Submarine Signal Co. Fathometer and Kelvin-White compass.

Maine Plans Expansion

WITH the support of Governor Sumner Sewall, the Eastern Maine Fish Industry Committee has been formed, with Sea and Shore Fisheries Commissioner Arthur R. Greenleaf as chairman, Erick Zwinkel, Cutler fish dealer, in charge of technological development, and George S. Decker, Cutler, secretary. The group will work in collaboration with interested Federal agencies.

The program of the new Committee calls for increased production of quality products through the expansion of handling facilities in Eastern Maine.

Among the ports that are expected to benefit from the program is Cutler, which already ranks second to Eastport in the Eastern section of the State, although its present annual production is only three million pounds. Cutler is said to be 20 hours' sailing time nearer the larger banks than any other port. It is only 24 miles from the Grand Manan Banks.

A new saw mill has been established at Cutler to provide fish boxes for the increased landings which are expected to be made as larger draggers discharge at the port.

Sardine Pack

Up to the first of August, Maine sardine production for this year was 83% of the same period a year ago and 71% of that in 1941. The packers were behind about 200,000 cases, with the loss accounted for in the western section of the State.

For the third successive year, herring have been plentiful in the Eastern district, with exceptionally large quantities since June. The catch in the Middle district, from Boothbay Harbor to Quoddy Head has been exceptionally light this year.

The 51′, 30,000 lbs.-capacity, "Margaret", owned by Llewellyn Damon, Northeast Harbor, Me., and skippered by Capt. G. Lawson of Bernard. She is equipped with 110 hp. Superior Diesel, Linen Thread nets and Willard batteries.

Gloucester Swordfishing Fleet Active

GLOUCESTER has regained her supremacy as a swordfish port, with five boats having landed fish so far. The *Paolina*, Capt. Manuel Carise, landed 183 swordfish on July 29, which totaled 36,000 lbs. It is the best catch of the season, and one of the biggest hauls in recent years. The boat was out 18 days. The *American Eagle*, Capt. Eddie Swim, brought in 122 fish, weighing 30,405 lbs., after fishing for only 9 days. The *Evalina M. Goulart*, left port to go dragging, but returned with 28,000 lbs. of swords. Carl Olsen of the *Lois T.*, landed a 29,000 lbs. trip on Aug. 2, and the *Muriel & Russell*, Capt. Jack Texeira, brought in 16 swords along with a good mackerel catch.

Several Make Maiden Trips

The new dragger *Ida & Joseph II*, Capt. Joe Cottone, landed 18,000 lbs. of whiting from their first trip on July 24. The *Rosie II*, Capt. Carlo Ciarmitaro, caught 40,000 lbs. of mackerel on her initial run.

The new dragger *G. N. Soffron*, Capt. Bert Cluett, landed her first trip on July 29, bringing in 83,000 lbs. of redfish, after being out 8 days. The *Rosemarie V.*, Capt. Anthony Vasques, left on her maiden trip early this month.

The *Alvan T. Fuller*, Capt. Joseph Cruz, recently completed her first trip since being returned by the Navy on May 18.

Independent Buys Mattlage Plant

The Charles F. Mattlage & Sons Co. property has been purchased by Independent Fish Co., Inc., which will move its fillet plant to the newly acquired wharf this Fall, according to James Tringali, Treasurer of the firm.

Explosion on "Santa Maria"

The seiner *Santa Maria*, Capt. Peter Mercurio, received extensive damage to her stern and after deck when an air tank exploded off Cape Cod. Possible serious injury to the crew was prevented by the fact that they were bailing mackerel at the time.

Fast Fishing Time

The *Oliiva Brown*, Capt. Frank Brown, recently landed 110,000 lbs. of redfish after being away from dock only 50 hours. The seiner *Rose & Lucy* landed 257,000 lbs. of mackerel from three trips made in 7 days.

West of Boothbay there have been plenty of fish, but labor shortages, particularly at Portland and Rockland, have prevented the packing of all available fish.

B. H. Wilson Fisheries, Eastport, report they are making a record pack of sardines this year, and are shipping five times their last year's production of barrelled pickled herring.

Lafayette Packing Co. Buys Ramsdell Plant

The large sardine plant of the Ramsdell Packing Co., Rockland, has been bought by The Lafayette Packing Co., of which J. S. Knafou is President, and Leo Araten, Treasurer. Operation will continue as in the past, with some new fancy canned items being added.

Building and Converting at Waldoboro

The 53 ft. wet well lobster smack *Anne Silvia*, owned by Bernard T. Zahn of Bremen, is being converted to a dragger by Waldoboro Shipyard, Waldoboro. The boat is being thoroughly reconditioned and almost entirely replanked. She is powered with a 65 hp. Wolverine Diesel.

The yard is now framing a new 82′ x 18′ x 8′ dragger for Charles LaRosa of Everett, Mass.

"Joffre" Overhauling at Camden

The Gloucester dragger *Joffre*, owned by Capt. Simon Theriault, is being completely reconditioned by Camden Shipbuilding & Marine Railways Co., Camden. A new Model 35F10, 320 hp., 8 cylinder, Fairbanks-Morse Diesel will be installed at the yard.

To Build at South Bristol

Peterson & Beckman of New Bedford have placed an order for a 78 ft. dragger with Bristol Yacht Building Co., South Bristol.

Florida Expects Demand for Dehydrated Fish

AT a luncheon in Washington recently, marking the second anniversary of the Lend-Lease Act, only dehydrated food was served. The luncheon, at which several hundred guests were present, demonstrated samples of nutritional munitions that are being sent to overseas battle fronts.

The bill of fare was dehydrated before being served, but the total weight of the luncheon in dehydrated form was only 278 pounds as compared with a weight of 1850 pounds for the same foods not dehydrated.

An early demand for Florida fish such as mullet, shark and other species for dehydration and shipment abroad under the Lend-Lease program was forecast by Representative Peterson.

Displaying a sample of dehydrated mullet in which the food fish had been dried and compressed into a small block about twice the size of a pre-war butter pat, Peterson said:

"I anticipate that the Lend-Lease program will use considerable of these products." The dehydration of fish, he added, "bids fair to become a good post-war industry for Florida."

Stokely to Process New Fishloaf Product

Stokely Bros. & Co., at their Fernandina plant, have successfully canned the new menhaden fish loaf, and now seek to begin operations processing the "mixed" edible fish loaf.

This announcement was made by H. B. Farnum, plant superintendent, when he wrote letters to some 60 boat Captains in and near Fernandina requesting that they sell to the Stokely plant their "scrap" catches.

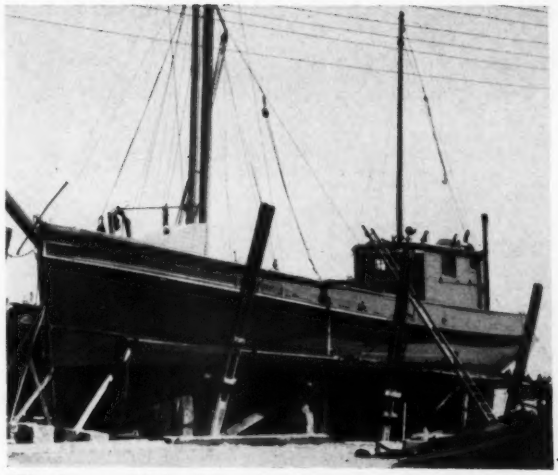
Installation of additional machinery has been made at the Stokely plant for the past several days and this new step brings another processed fish product in Fernandina for Lend-Lease aid and will allow local shrimp boat operators to dispose of *all* their catch.

Stokely began processing the menhaden as "silver herring" early this summer and operations have been going forward for some time in this work.

Texas Mullet for Army

THE interest being shown by the Army in mullet as an edible fish may prove to be the biggest boost Texas has had so far in the promotion of this fishery. A great deal of work has been done since the first of the year to create interest in the taking of mullet commercially.

It is reported that the Army has contracted with the Crawford Packing Company of Palacious for all of the mullet they can produce. The Army has asked for 5,000,000 pounds of mullet this year, but Company officials doubt if that amount can be caught as long as the present shortage of fishermen and fishing equipment continues to exist.



The dragger "Helen B." at Stonington-Deer Isle Yacht Basin, Stonington, Me. She is owned by George R. Billings of Stonington, and skippered by Capt. Leo Blood of Rockland. Her dimensions are 65′ x 18′ x 10′ 6″ and capacity 110,000 lbs. Power is furnished by a 171 hp. Buda Diesel.

Tropical Hurricane Damages Boats

A tropical hurricane which struck the Texas coast July 27 leaving an estimated damage in excess of $10,000,000 practically paralyzed the shrimp and fishing business in the Galveston area and adjacent ports.

One of the major companies operating at Galveston reported that 14 of their boats were either badly damaged or destroyed, while another company with 30 trawlers in service this season reported a loss of 5 boats by sinking and damage.

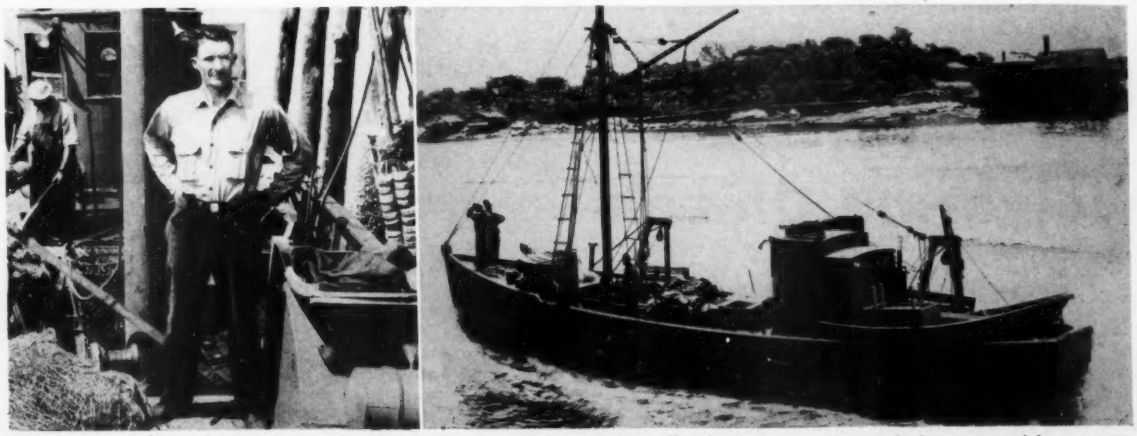
Bay Shrimping Begins September 1

Shrimping in the inland salt water bays will be resumed September 1, when the closed season on these waters will end. Since July 15 all shrimping has been done in offshore waters in the Gulf of Mexico.

Mr. Cotton, local manager for the General Seafoods Company at Aransas Pass, says the extreme hot weather and low tides have killed many of the shrimp which come into the shallow bay waters to spawn during July and August. He feels that this will decrease the amount of shrimp taken this Fall.

"Lawrence Jr." Sold

The *Lawrence Jr.*, 55′x18′x6′, owned and operated by Capt. Lawrence Frakich, Aransas Pass, has been sold to Raymond Le Loup, Golden Meadow, La., and will be moved to Louisiana waters.



Capt. Salvatore Frontiero and his 52′ whiting dragger "Calista D. Morrill" of Gloucester, Mass., which is powered by a 605W, 100 hp. Mack Mariner Diesel, with 3:1 reduction gear and 38 x 28 propeller, and equipped with Ederer nets, Shipmate range and Gloucester winch. Her capacity is 30,000 pounds.

REMEMBERING
That December
This September

Starting September 9 your Government will conduct the greatest drive for dollars from individuals in the history of the world—the Third War Loan. This money, to finance the invasion phase of the war, must be raised *in addition* to keeping already established allotments steadily climbing. Every individual will be asked to put an *extra two weeks' earnings* into War Bonds, over and above his regular allotment.

Financing this war is a tremendous task—but 130,000,000 Americans are going to see it through 100 per cent. This is their own best *individual* opportunity to share in winning the war. They will "back the attack" with United States War Bonds — the finest and safest investment in the world.

The real fight in Europe and Asia is just beginning. It's time to redouble efforts, to save more than ever to support the fighting fronts, to dig deep to buy *extra* bonds, and build added post-war purchasing power.

●

This message is published in the interest of victory today and sound business tomorrow.

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Wolverine Diesels

provide power for all types of fishing boats

Wolverine Motor Works Inc.
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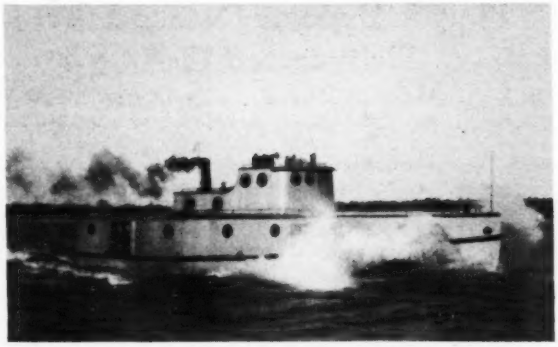


The all steel tug "LaBelle" on Lake Superior. She is a modern gill-netter, and owned by Brown Fisheries, Whitefish Point, Michigan.

Michigan Catch Falls Off

THE Michigan commercial fishing industry saw a labor shortage slice its 1942 "take" more than 2,000,000 pounds, the State conservation department reported.

The department said 26,278,293 pounds of fish were caught commercially last year, compared with 28,117,621. However, the 1942 catch was only slightly less than the average for the past 22 years.

The catch in Lake Michigan suffered the largest drop, the department said, falling 1,092,120 pounds. The Lake Superior catch fell off 683,183, while the Lake Erie production rose 97,290 pounds.

The department reported the catch of herring declined 1,626,946 pounds, smelt 809,330 pounds, lake trout 557,328, while whitefish production rose 196,744 pounds.

Wants Ten Cent Ceiling for Sea Bass

Captain Peder Nordstrand of the Independent Fish Company, Charlevoix, Mich., gave minute figures on the cost of catching and producing sea bass on a 100 pound basis and showed how OPA ceilings must be adjusted to at least ten cents per pound to allow any margin of profit to the deepsea fisherman.

Sablefish Clarified

The Office of Price Administration, which heretofore has classed sablefish weighing six pounds or over as big sablefish, and those weighing less than six pounds as little sablefish, has ordered a revision. The new dividing line is five pounds.

Wisconsin Approves Hoop Nets

In a recent meeting of the Wisconsin Conservation Commission, the use of hoop nets for the taking of rough fish in the Minnesota-Wisconsin boundary waters of the Mississippi was approved. This order requires that the mesh of the nets must be seven inches.

Taking of Carp Quadrupled

The taking of carp from Wisconsin waters has been quadrupled in recent years due to contract fishing and to rough fish removal operations of the Wisconsin Conservation Department.

International Recommendations

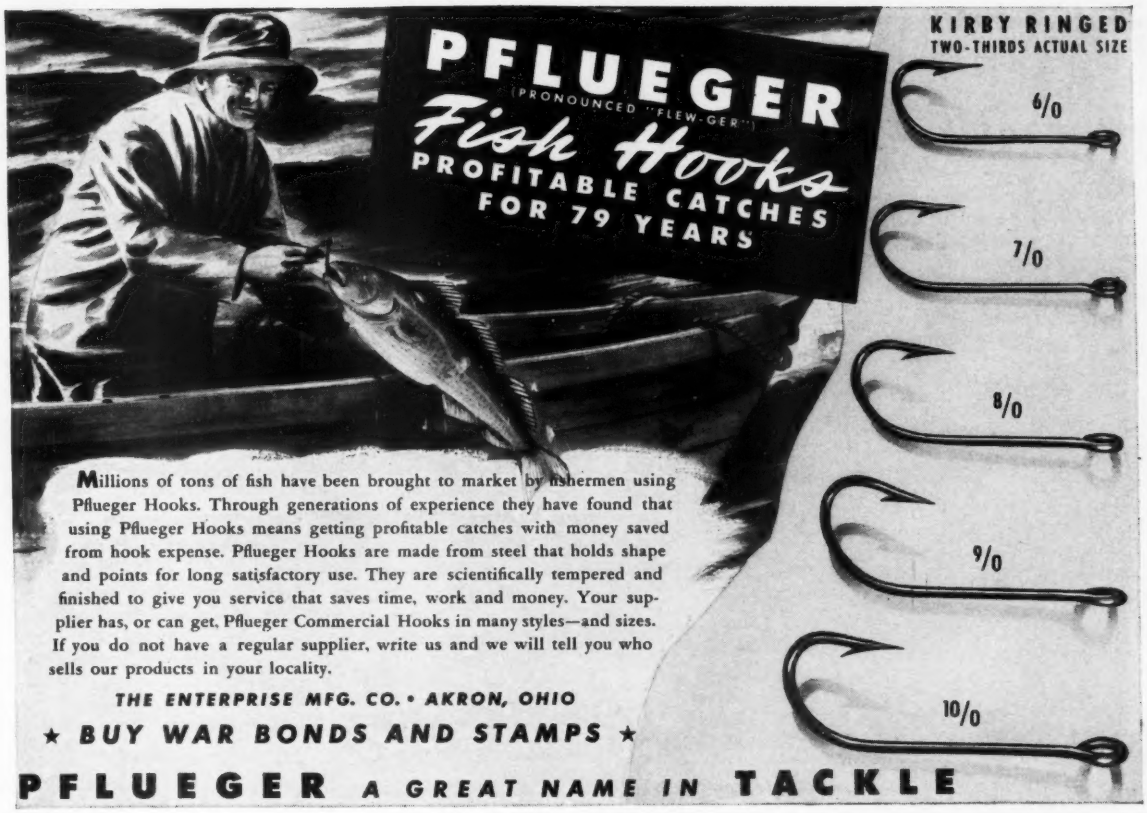
The report of the International Board of Inquiry relative to the preservation and development of the Great Lakes Fisheries includes the following recommendations:

That, insofar as investigation shows fisheries to be dependent upon a common stock or to have the same conditions, regulations for management be formulated and tested by a common or joint agency.

That where investigations are not conclusive such common regulations be applied and the results therefrom determined until there is adequate proof of their effectiveness.

That attention be drawn to the need (a) for accurate statistics of the take and of the fishing effort, (b) for separate statistics for each species of fish, and (c) for separate statistics for each of such districts as may be defined.

That thorough tests be made of the effectiveness of planting fish in order to determine whether the present planting of fish should be continued or altered.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PRONOUNCED "FLEW-GER"
Fish Hooks
PROFITABLE CATCHES
FOR 79 YEARS
KIRBY RINGED
TWO-THIRDS ACTUAL SIZE
6/0
7/0
8/0
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10/0
Millions of tons of fish have been brought to market by fishermen using Pflueger Hooks. Through generations of experience they have found that using Pflueger Hooks means getting profitable catches with money saved from hook expense. Pflueger Hooks are made from steel that holds shape and points for long satisfactory use. They are scientifically tempered and finished to give you service that saves time, work and money. Your supplier has, or can get, Pflueger Commercial Hooks in many styles—and sizes. If you do not have a regular supplier, write us and we will tell you who sells our products in your locality.
THE ENTERPRISE MFG. CO. • AKRON, OHIO
★ BUY WAR BONDS AND STAMPS ★
PFLUEGER A GREAT NAME IN TACKLE

Long Island Varieties Plentiful

THE oyster plants of Long Island, which have been transplanting oysters for next winter's use, are now engaged in overhauling their boats, in preparation for the start of the new season.

Trap-fish catches during July in Block Island sound and off Gardiners Island have been very good. The run now is mostly butterfish.

Schools of weak-fish struck on in the bays during the month. Jamaica, Peconic and Shinnecock Bays have produced good catches with fish tipping the scales from two pounds up. Spots also are plentiful, and fluke are fairly numerous.

Deep-sea fishermen off Long Island shores are making a harvest of tuna, bass and mackerel catches. Off Montauk Point catches of marlin are being made, bringing the fancy price of 75 cents per pound. Fluke along the south shore are more plentiful than they have been in years. Out of Sheepshead Bay, porgies are making a good showing. In a few weeks the catch of black-fish will come on.

DuMont Marine Service Expands

The DuMont Marine Service has purchased the 4-story building at 524-528 Main St., New London, Conn., and also the lots on the north and south sides, giving a total frontage of 234 ft. The DuMont Company have occupied the ground floor of the building since May, 1940, when they removed to New London after being located in Groton temporarily because they were forced to vacate their original quarters to make room for the new Municipal Pier for the Army. The commercial business of the Company has been expanded in the sale and servicing of fire extinguishers and systems, safety equipment, cordage, etc. The second floor of the building is now being used as a rigging loft for the making up of sisal rope mooring and anchor lines. This Company, of which Donald H. DuMont is President and Treasurer, was located on the old City Dock from 1930 until 1939.

Several Building Ways

Immediately Available for

Fishing Vessel Construction

We have complete facilities for building and repairing all types and sizes of vessels. We do machine work and pipe fitting, and make electrical installations.

•

WALDOBORO SHIPYARD, INC.

Formerly W. Scott Carter Shipbuilding Co.

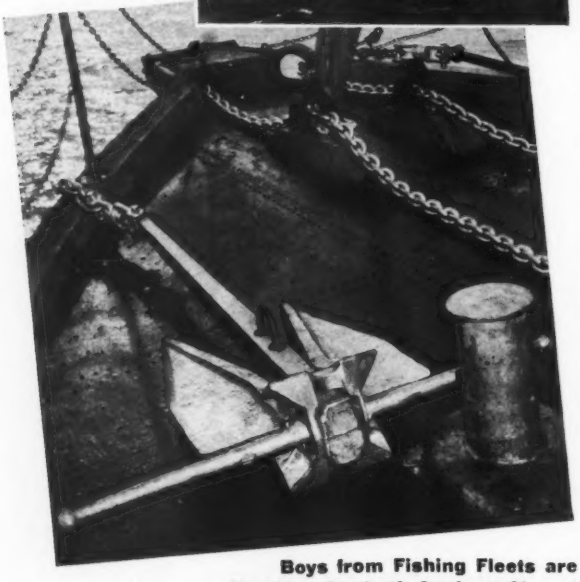
WALDOBORO, MAINE

FISHERMAN'S ANCHOR —IN THE NAVY!

Photos Courtesy
GREENPORT BASIN & CONSTRUCTION CO.

•

300 lb. Danforth on deck of YMS



Boys from Fishing Fleets are Handling Danforth Anchors Aboard More Than 60 Types U. S. Craft

Many of the boys in our Navy and Coast Guard grew up on their fathers' fishing boats. They know what it's like to ride out a heavy blow at anchor. • When these lads come home they are going to have many an argument with the "old man" about new equipment like the Danforth, because they are finding out that the Danforth IS a fisherman's idea of an anchor. • Danforth himself grew up on boats as a boy on the coast of Maine. The Danforth Anchor is built to take care of the tough needs of men who learn seamanship the hard way in small boats . . in rough weather.

- The Danforth lies down flat . . neat stowage in small space.
- No unfolding stocks . . no rassling heavy weights in a choppy sea—just drop it overboard.
- Buries itself completely with no parts projecting above ground to foul nets and lines.
- Has the greatest holding ability for its weight, of any anchor ever designed.

Write for folder with size recommendations for your boat

Use Your Priority to Buy a Danforth

R. S. Danforth - 2121 Allston Way - Berkeley 4, Calif.

Fire Fighting Equipment

(Continued from page 11)

hydrostatic test at the nameplate pressure. Age is not a reliable index. The device may be injured shortly after it has been put in service. A suitable testing device should fill the extinguisher with water for testing through the hose and nozzle. This tests the hose and hose connections at the same time. The extinguisher should be tested with its own cap. That makes certain that the cap joint is strong enough and that the gasket is satisfactory.

Foam Type

Foam type devices of the 2½-gal. to 40-gal. capacity are in appearance not unlike the Soda-Acid machines. Internally the most significant difference is an inner metal cylinder instead of a glass acid bottle. They depend for their operation upon a chemical reaction within the extinguisher shell. The reaction is accomplished by turning the extinguishers upside down. When this is done, the "A" solution in the inner cylinder comes in contact with the "B" solution in the outer shell, but unlike the Soda-Acid which discharges a liquid, the Foam type extinguisher discharges a relatively large amount of a stiff, closely-knit foam capable of clinging to a burning object or of floating on a burning liquid.

The point of all this is that although both Soda-Acid and Foam types of extinguishers depend upon a chemical reaction for operation, the reaction plays a very much more important part in the foam type. Here we are concerned not only with the ability of the device to function as a result of the reaction but also with its ability to produce a suitable quality of foam capable of smothering fire.

The suitability of an extinguisher to produce a proper foam for fire extinguishment is partly inherent in the design of the device itself, but more particularly in the general design and preparation of the charge.

All that was said with regard to preparations for recharging and inspection of the Soda-Acid extinguisher applies with equal force to the Foam type extinguisher. Wherever "acid bottle and stopple" are mentioned under Soda-Acid, substitute "inner cylinder and stopple" and use the directions for the Foam type.

Charges for Foam type extinguishers are on the market in two forms: the three-package and the two-package. The three-package charge is made up of one package of "A" powder and two other packages which are used to produce the "B" charge. The "A" powder is to be dissolved in hot water and poured into the "A" or inner cylinder of the extinguisher. One of the "B" components is a clean white powder which is to be dissolved in warm water to produce a clear water-white solution with no settlement at bottom of container. After the powder is thoroughly dissolved, and not before, the contents of the other package, a dark brown liquid, is to be poured into the solution, thoroughly mixed and the combination is to be poured into the "B" compartment or outer chamber of the extinguisher.

The two-package charge is a variant of three-package charge. The "A" powder is in no way different. The "B" powder, however, is a mixture of the white "B" powder and the dried powdered stabilizer.

At first glance the two-package charge would seem to offer something in simplicity and efficiency, but on second thought it will be seen that with the two-package charge the operator never can tell by observation just when or whether the "B" salt is dissolved because the entire issue is clouded by the presence of the stabilizer. Moreover, all stabilizers are colloids and it is well known that the presence of a colloid interferes with the solution of a crystalline salt.

In preparing the "A" solution for the Foam type extinguisher it is well to do the dissolving in an earthenware crock. The solution, especially when hot, has a highly corrosive effect on ordinary tin cans and galvanized pails— the corrosion has an unfavorable effect upon the solution.

In preparing the "B" solution any clean receptacle of suitable size may be used. The temperature of the water is of considerable importance because if it is too hot it will tend to decompose the "B" powder. Most directions call for a "lukewarm" temperature not in excess of 110 deg. Fahr.

"TOPSALL"
MEANS TOP VALUES
IN TREATED SISAL

Don't
. . . stow wet, damp or dirty lines. Hang in coils where practical.
. . . overstrain — chafing is rope's worst enemy.
. . . throw away worn rope. Send it to your local Salvage Board.

Users of "TOPSALL" know its uniform strength and flexibility, its ease of handling, its resistance to kinking and swelling. This tough-fibred treated sisal offers an outstanding wartime value. Its makers draw on a century-old experience in rope-making, and they use in "TOPSALL" production the same process of treating and lubrication formerly used in the manufacture of New Bedford manila.

SAVE THAT SCRAP

Old manila rope . . . hawsers, cargo slings, small stuff of any size or condition, can be salvaged for making parachute flares and other war materials. Save that scrap manila and send it to your local Salvage Board.

NEW BEDFORD CORDAGE CO.
233 B'way, New York, N.Y.
31 St. James Ave., Boston, Mass.
Mills: New Bedford, Mass.

Carbon Dioxide Type

Carbon dioxide at ordinary temperature and pressures is a clear, colorless, odorless, harmless gas. Reduction of temperature and an increase in pressure to somewhat less than 1000 lbs. p.s.i. cause the gas to liquify. Advantage is taken of this physical phenomenon to fill steel cylinders with a quantity of liquid carbon dioxide which may be discharged at will upon the fire. By the smothering action of a sufficient quantity of this non-combustible gas suddenly applied to certain types of fires, these fires are quickly brought under control. Carbon dioxide type extinguishers do not require annual recharging.

The content is good until used. About the only inspection required is to weigh the cylinders every six months. Discharging them annually on test fires offers an opportunity for personnel training.

Not only should the personnel be told how to operate the extinguishers, but they should have the opportunity to discharge them on actual experimental fires. In the use of the carbon dioxide extinguisher, they should learn by actual practice that it is necessary for them to get a little closer to the blaze with this type than with others; they should get used to the noise of the escaping gas and become accustomed to the relatively short operating period.

South Carolina Crabmeat

A PACK of about 50,000 pounds of crab meat is expected this year by the Lupton Fish and Oyster Company, Charleston, S. C., according to George Konrad, manager. This will be about 10,000 pounds less than last year and about 20,000 pounds under the peak year, 1941.

The production decline is attributed to labor shortage among fishermen and pickers. A few women have taken men's places in catching, though most of the women still are employed in preparing the catch.

At present about seventy fishermen are employed in catching crabs the length of Charleston county and at Bennett's point, in Colleton county. Catches range from 50 to 450 pounds per boat, averaging 200 pounds.

ONLY A FEW BEING MADE NOW

We've made thousands of tools and gadgets for our Army, Navy and our allies during the past 18 months. That's where the steel, formerly going into BRIDDELL Oyster and Clam tools has been used since we've been on 100% War Goods Production.

Hence, the seafood tool supply is low—very low—on Briddell-made Tongs, Knives, Rakes, Splitters and Nippers.

Still, we'll be producing a limited quantity of Seafood Tools, and shipping through regular channels from time to time; but, remember, only a FEW.

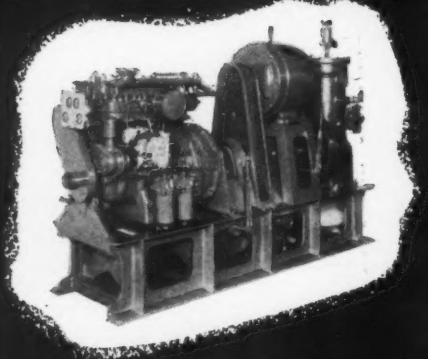
Take good care of Briddell Seafood Tools. All Seafood Tools are likely to be scarce for a while to come.

CHAS. D. BRIDDELL, INC.
Manufacturers Since 1895
CRISFIELD MARYLAND

REINER

Made to Order

MARINE AUXILIARY DIESEL POWER UNITS *and* GENERATING SETS



REINER Diesel Marine Auxiliary Unit.

REINER'S specialty is studying auxiliary service requirements and then assembling selected standard units into one composite unit capable of carrying the entire load.

That such a specialty is more than welcome in marine circles is evidenced by the steady stream of orders for REINER Units received from all over the country.

JOHN REINER & COMPANY

12-12 37th AVENUE, LONG ISLAND CITY, N. Y.

Capt. Peter Strescino and daughter aboard his boat "Balila", which was reconditioned at Rocky Neck Marine Railway, Gloucester, Mass., and adorned with an American shield on her bow. According to Capt. Bill McCoy, who has been visiting the railway, this marks the revival of an old custom, and was conceived by a workman who sailed around the world 35 years ago when ships carried a shield ornamented with carved gold. The boat has a 200 hp. Atlas Diesel.

N. J. and Del. Menhaden Catch Up

THE yield of oil from menhaden caught during April, May, and June, chiefly off the coasts of Delaware and New Jersey, amounted to 1,437,000 gallons, compared with 1,033,000 gallons obtained during those months in 1942.

Exceptionally good runs of fish, combined with the efforts of the industry to meet the unprecedented demands for its products, are believed to have made possible this year's large catches, in spite of the fact that the fishery is operating with a reduced fleet and is barred from many of the best fishing areas by Naval restrictions.

U ★ S ★

NEEDS

Old Manila ROPE

CALL YOUR WASTE DEALER

SEND IT TO WAR TODAY !

Approved by — THE SALVAGE DIVISION OF THE WAR PRODUCTION BOARD

Paid For by — THE MANILA ROPE PAPER MANUFACTURING INDUSTRY

Ferdinand Moves to Larger Plant

INCREASED facilities for serving the marine industry during the war emergency and in the years to come, are announced by L. W. Ferdinand & Co. Inc., of Boston, as a result of their purchase of factory, warehouse and office property at Newton Lower Falls, Mass. In this location are combined the former Medway, Mass., and in-town Boston plants of the 70-year-old company, manufacturers and distributors of Jeffery's marine glues and sealing compounds, and Ferdico adhesives, waterprofing formulas and other marine products.

Prior to 1840, the year that Alfred Jeffery of London, England, invented Marine Glue, the only sealing and adhesive used by shipwrights was pitch.

Soon after the founding of L. W. Ferdinand & Co. Inc., in 1873, Ferdico products began to be added to the original line of Jeffery's marine glues. During the last 70 years of constant development, new and improved adhesives and fillers, sealing compounds and cements for marine use have been added.

Lloyd C. Herring, President of the company, and L. Curtis Herring, Jr., Vice-president, state that the new headquarters with increased floor space will enable the company to render improved and expedited service while handling its greatly increased volume of wartime and post-war products. Better shipping facilities are offered at the new plant by means of a company railroad siding on the factory grounds. Dealers and customers are cordially invited to inspect the Newton Lower Falls plant.

New Jersey Oysters

(Continued from page 9)

the drills cleared from underneath. An improved model now being planned will stand well above the deck and be used after the manner of a coal chute. The oysters will be shoveled onto this screen from which they roll overboard.

As a practical demonstration of the results of drill trapping may be cited a 100-acre ground which after planting was divided into four equal quarters. One quarter was drill trapped for a two-year period, the other three-quarters left alone. Upon harvesting the quarter which had been trapped yielded more oysters than the other three-quarters combined.

The third means of increasing production of oyster meats through more abundant food for the oyster is still very much in an experimental stage. The ultimate possibilities in this field are shown by the fact that a single species of diatom, *Skeletonema costatum*, by its unusual abundance added approximately one half a million dollars to the value of a year's crop of oysters from Delaware Bay. Experiments to determine the substances necessary for growth of this diatom have been carried on during the year and will be continued. We are also experimenting with ways through which the diatoms and other organisms on the oysters' shells may be increased.

DEWITT HOOKS
Are Always OK
The aquatic food industry plays a vital part in feeding America and her fighting allies. This responsibility demands the highest quality, dependable fish hooks.
Millions of DeWitt American-made hooks are serving this industry. They are made from finest quality tempered metals that assure great strength, and produced by modern, automatic equipment that assures uniformity.
Write us for the name of your nearest jobber.
Bill DeWitt Baits
DIVISION OF SHOE FORM CO. INC.
AUBURN, N. Y., U. S. A.

"YANKEE" TRAWLS

For Full Bags And Net Profit

"YANKEE" Trawl Nets and Drags are stoutly made from selected, durable twines by America's largest and oldest netting manufacturer. Especially designed to hold maximum sets. Available in Standard Trawls, Special Trawls, Trawl Sections and Webs—in all sizes. For Net Profit specify "Yankee" Trawls.

The LINEN THREAD CO., *Inc.*
Successors to American Net & Twine Co.
60 E. 42nd ST., NEW YORK CITY
GLOUCESTER-BALTIMORE-CHICAGO-SAN FRANCISCO
Netting Headquarters Since 1842

Fulton Market Wholesale Prices

Species	July 1-10	July 12-17	July 19-24	July 26-31
Alewives	.. ..	.. ..	.. ..	.02½-.02½
Bluefish	.08-.35	.12½-.35	.25-.38	.14-.38
Bonito	.14-.14	.15-.16	.15-.16	.12-.15
Butterfish	.03-.24	.03-.20	.03-.25	.02-.20
Codfish, mkt.	.07-.18	.10-.14	.10½-.13	.12-.13¾
Codfish, stk.	.16-.32	.15-.28	.15¾-.16¼	.15¾-.16¼
Croakers	.07-.11	.06-.09	.09-.11	.08-.10
Dabs	.. ..	.. ..	.. ..	.10¼-.10¼
Flounders	.03-.20	.05-.23	.08-.11	.04-.11
Fluke	.14-.27	.18-.27	.18-.30	.18-.30
Haddock	.07-.14	.10-.14	.10½-.13½	.10-.13½
Hake	.02½-.12½	.02-.12½	.02-.13	.02-.13
Halibut	.32-.35	.35-.44	.26¼-.48	.26-.28
Herring	8.00-8.00	8.00-8.00	8.00-8.00	5.00-8.00
King Whiting	.. ..	.. ..	.05-.05	.. ..
Mackerel	6.00-25.00	4.00-27.00	5.00-27.00	9.00-30.00
Mullet	.12½-.12½	.14-.14	.. ..	.10-.14
Pollock	.11-.20	.14-.16	.11-.12¾	.11-.12¾
Salmon, Pac.	.33-.40	.35-.50	.35-.55	.29-.65
Scup	.02-.06½	.02½-.07	.02-.10	.02½-.16
Sea Bass	.09-.20	.05-.30	.08-.22	.07-.20
Sea Trout, g'y	.12-.30	.05-.30	.05-.20	.05-.30
Shad	.07-.07	.. ..	.. ..	.. ..
Sole, g'y	.08-.16	.14-.18	.13¼-.14	.13¼-.14
Sole, lem.	.. ..	.15-.15	.15-.15	.15½-.15½
Striped Bass	.28-.35	.30-.40	.30-.38	.32-.40
Tautog	.05-.05	.. ..	.. ..	.. ..
Tuna	.20-.25	.20-.25	.15-.22	.15-.22
Whiting	3.00-12.00	2.00-12.00	2.00-11.25	1.50-10.00
Yellowtails	.05½-.12½	.04-.16	.05-.10½	.04-.10½
Clams, hard	1.50-3.50	1.50-13.00	1.50-13.00	1.00-13.00
Clams, soft	2.00-4.00	3.00-4.00	3.00-4.50	4.00-5.00
Conchs	3.00-15.00	1.50-4.00	1.25-3.50	1.00-3.00
Crabmeat	.85-1.25	.35-1.30	.60-1.30	.75-1.40
Crabs, hard	1.50-3.50	2.50-3.50	2.00-3.50	2.25-3.50
Crabs, soft	2.00-4.00	1.50-4.00	2.00-4.00	1.50-4.50
Lobsters	.32-.52	.32-.53	.30-.35	.30-.57
Scallops, sea	4.65-4.65	.. ..	.. ..	.. ..
Mussels	1.00-1.25	.75-1.25	1.00-1.25	1.00-1.25
Shrimp	.20-.56	.16-.48	.20-.50	.08-.50
Squid	.09-.16	.10-.20	.08-.15	.08-.16

War Teaches Lesson in Fish

IN collaboration with the Fishery Council the New York World-Telegram has again run a special series of articles on Fulton Market and fishing. One article is entitled "Fulton Fish Men, a Happy Colorful Crew, Are Fond of Lottery of the Sea"; another, "Women Enter Fish Trade with Success."

A third article, "War Teaches U. S. a Lesson in Fish", carries this paragraph: "War has proffered the fishing industry many an opportunity. Maj. Edward W. Sawyer, War Department consultant in Chicago, has estimated that half the men of soldier age ate almost no fish before the war. The Army's teaching them to try seafood. When the war ends it may well have doubled the Nation's fish eaters."

Still another article, 'Fishing Craft Unarmed—Defy Subs", is a glowing tribute to the men who go "down to the sea in ships", braving wind and storm and the U-boat menace, to bring home their precious cargo. Among those cited are Capts. Val Meade of the *Mary Anne*, John Whiffen of the *Nautilus*, James H. Lawrence of the *Mandalay*, Albert E. Jones of the *Nellie*, William Dennis of the *Edith*, Bill Meade of the *John G. Murley*, Daniel J. Maher, Phil Colbert (who went down with four of his men when his trawler was shelled last July 22), Percy Richardson, Magnus Isaksen of the *Malvina B.*, Cornelius and John Sanders.

The fifth and final article in the series is devoted to sports fishing. For eating, it states that the novice can get good advice in the cook book issued by the Fishery Council.

WHEN YOU BUY
A RADIOTELEPHONE
• You want proven performance! Hallicrafters Radiotelephones are time-tested . . . years of dependable operation on every type of craft.
Made by the world's largest exclusive manufacturer of short wave radio equipment.
BUY MORE BONDS
hallicrafters
CHICAGO, U. S. A.
THE WORLD'S LARGEST EXCLUSIVE MANUFACTURER OF SHORT WAVE RADIO COMMUNICATIONS EQUIPMENT

A Chrysler Diesel

THE Chrysler Marine Engine Division of the Chrysler Corporation has recently added a Diesel engine to its line. It is of the six-cylinder type, with a bore of 3¾ inches and a stroke of 5 inches, giving a piston displacement of 331 cubic inches. The maximum brake horsepower is 82 for Marine engines at 2400 rpm. The fuel consumption is .45 to .46 lbs. per brake horsepower hour at 1200 to 1800 rpm.

There are seven main bearings three inches in diameter with a projected area of 36.89 square inches. The camshaft has six bearings. Full length water jackets are provided with a by-pass thermostat.

The electrical starting system has a 24-volt capacity with a generator capacity of 5 amps. and 30 volts.

The combustion chamber is of the energy cell type, with a compression ratio of 14.75 to 1. Compression pressure is 450 pounds per square inch at 1,000 rpm.

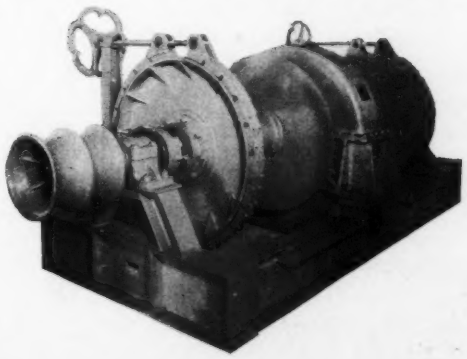
Fuel injection nozzles are of the hydraulic-actuated type with an orifice of the single, pintle type. The fuel injection pump is a one-unit multiple plunger type. There is a speed controlled injection timing advance, speed controlled regulation of maximum delivery and a mechanical top speed governor. The transfer pump is integral with the injection pump. Two fuel filters and an air cleaner are supplied.

Lubrication is pressure to the main, lower connecting rod and camshaft bearings, injection pump; injection pump and camshaft drive and valve mechanism. The pump is gear-driven from the camshaft. An extra large replaceable element filter is provided with an oil capacity of 14 quarts.

Pistons are of aluminum alloy steel-strut type, with three compression rings and two oil rings. Valves are located in the cylinder head, with seat inserts in the exhaust valves.

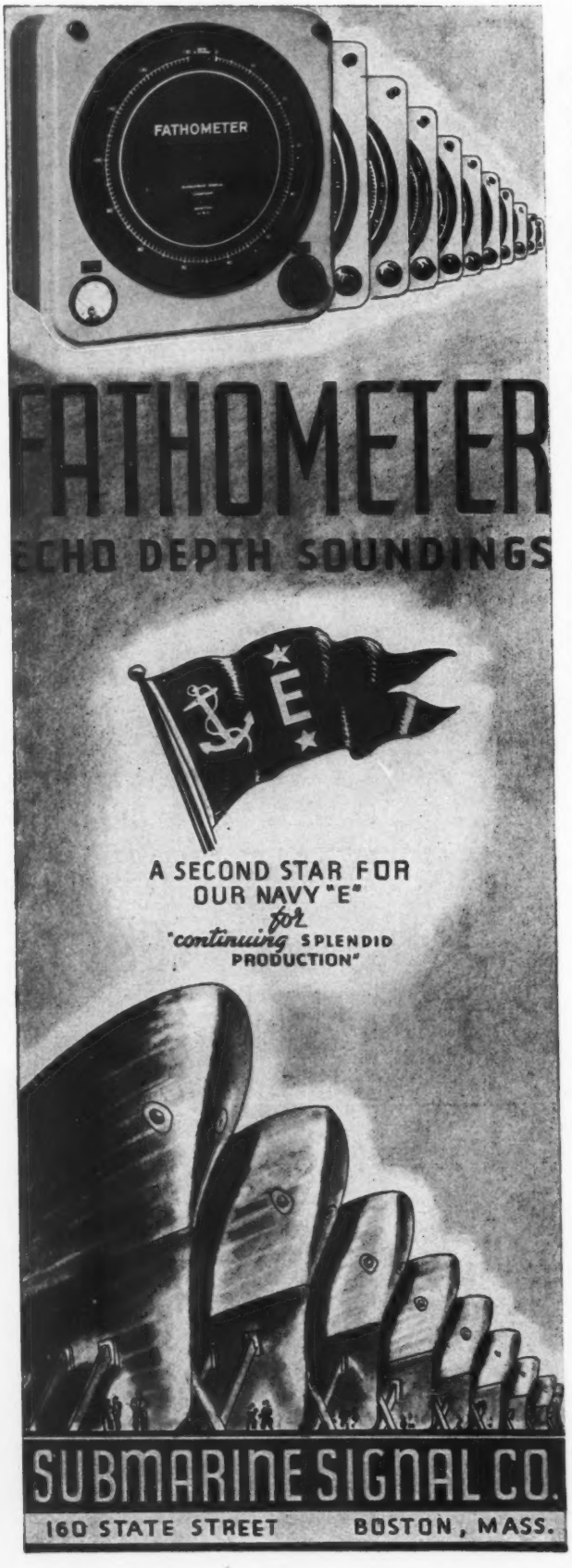
Cold-room tests in the Chrysler Corporation Engineering Laboratories are reported to have shown the ability of this engine to start without delay in a temperature as low as 40 degrees below zero.

NEW ENGLAND
WINCHES
AND HOISTS
For The Fishing Industry



Model WM

NEW ENGLAND
TRAWLER EQUIPMENT CO.
EASTERN AVE. CHELSEA MASS.



Gloucester Landings for July

(Hailing fares. Figure after name indicates number of trips.)

Alden (5)	112,000	Lillian & Anna S. (1)	3,000
Alicia (5)	106,000	Linta (5)	284,000
America (2)	265,000	Little Joe (9)	226,500
American (1)	90,000	Malolo (4)	351,000
American Eagle (2)	128,200	Marie & Winifred (1)	77,000
Angie & Florence (9)	415,000	Marietta & Mary (4)	451,000
Anna Guarino (6)	91,800	Marsala (3)	175,000
Annie II (6)	103,300	Mary (10)	428,300
Antonina (4)	92,000	Mary A. (2)	155,000
Atlantic (3)	235,000	Mary & Julia (2)	274,000
Austin W. (4)	284,000	Mary M. (2)	130,000
Barbara C. (7)	75,000	Mary R. Mullins (2)	162,000
Beatrice & Rose (10)	409,700	Mary Rose (2)	323,000
Bethulia (5)	125,000	Mary W. (5)	198,000
Bonaventure (3)	580,000	Mayflower (7)	209,000
Calista D. Morrill (9)	157,500	Meta & Margaret (3)	109,900
Capt. Drum (3)	23,000	Mildred Silva (3)	291,000
Carlo & Vince (10)	387,000	Muriel & Russell (2)	60,000
Caroline & Mary (1)	135,000	Nancy F. (1)	61,000
Caspian (2)	148,000	Naomi Bruce III (8)	314,000
Catherine L. Brown (2)	376,000	Natale B. (1)	35,000
Cayadetta (6)	162,000	Natale III (2)	44,000
Columbia (3)	594,000	Natalie B. (9)	209,000
Corinthian (3)	279,000	Natalie III (6)	344,000
Desire (5)	84,000	Newcastle (4)	193,000
Donald & Johnnie (4)	108,200	Niorth (6)	100,500
Doris F. Amero (2)	250,000	North Sea (3)	191,000
Eddie & Lulu M. (4)	66,000	Nyoda (5)	218,000
Eleanor (5)	171,900	Old Glory (4)	376,000
Elizabeth (1)	12,000	Olivia Brown (3)	279,000
Elizabeth A. (4)	142,000	Olympia (2)	129,000
Elsie (5)	81,500	Portugal (4)	397,000
Emily C. (1)	18,000	Poseidon (7)	134,700
Emma Marie (4)	75,000	Princess (1)	12,500
Ethel (2)	29,800	Richard J. (3)	36,000
Ethel S. Huff (8)	137,000	Richard J. Nunan (2)	227,000
Evalina M. Goulart (2)	200,000	Robert & Edwin (6)	104,000
Eva M. Martin (8)	114,800	Rose & Lucy (6)	375,000
Evelyn G. Sears (5)	306,000	Rose Marie (9)	271,000
Falcon (8)	159,000	Rosie & Gracie (3)	236,000
Famiglia (1)	35,000	Rosie C. (4)	46,000
Fannie F. Hickey (2)	57,000	Ruth & Margaret (2)	260,000
Fordham (1)	65,000	St. Ann (9)	391,000
Four Sisters (4)	152,500	St. Joseph (6)	328,000
Francis C. (6)	96,000	St. Peter (1)	80,000
Frank F. Grinnell (7)	275,000	St. Providenza (8)	149,000
Frankie & Rose (7)	283,000	St. Rosalie (4)	281,500
Gertrude DeCosta (3)	62,000	St. Teresa (9)	213,000
Gertrude E. (5)	34,500	Salvatore (5)	428,000
Grace F. (4)	417,000	Salvatore & Rosalie (5)	67,000
Ida & Joseph II (4)	68,500	San Calogero (4)	151,000
Inca (4)	221,000	Santa Maria (1)	10,000
Irma & Pauline (2)	116,000	Santina D. (3)	169,500
Irma & Virginia (4)	36,600	Sea Hawk (3)	285,000
Jackie B. (8)	284,000	Sea Jeep (1)	8,500
Jackie B. (Maine) (1)	18,000	Sebastiana & Figli (6)	145,000
Jackson & Arthur (6)	83,000	Sebastiana C. (1)	25,000
J. B. Jr. (3)	102,000	Serafina N. (9)	401,000
Jennie & Julia (4)	99,000	Serafina II (7)	253,700
Joe D'Ambrosio (5)	102,500	Shamrock (1)	65,000
Joffre (1)	18,000	Spring Chicken (3)	363,000
Jorgina Silveira (3)	201,000	Susie O. Carver (1)	18,000
Josephine & Margaret (4)	269,000	Three Sisters (11)	294,500
Josie II (7)	160,800	Trimembral (7)	64,500
Lady of Good Voyage (3))	347,000	Two Pals (1)	17,000
Leonardo (4)	69,500	Uncle Guy (4)	329,600
Leonora C. (2)	219,000	Wind (1)	36,500

Cooper-Bessemer Awarded Gold Star

FURTHER recognition of the notable production record which has been maintained by The Cooper-Bessemer Corporation since they received the Maritime "M" award several months ago, has been announced by this concern who have now added the first gold star to the Maritime "M" pennants displayed at their Mount Vernon, Ohio, and Grove City, Pa., plants.

"As Advertised"

THE Willard Storage Battery Company has issued an imposing book entitled "As Adertised", the purpose of which is to call attention to Willard's contributions to the battery industry as documented by Willard advertising, and to acknowledge the part that advertising has played in bringing sales for Willard batteries.

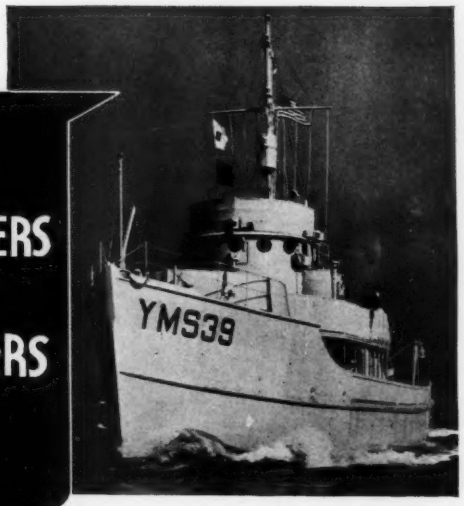
The book points out that Willard batteries have performed as advertised since 1911, and takes the reader through a pictorial story of 32 years, showing how Willard advertising has been at work, selling new ideas, selling Willard batteries, and announcing a long list of important Willard Firsts.

Attention is called to Willard marine batteries, and the fact that Willard advertising covers the waterfront through the pages of leading marine and fishing magazines.

The book concludes with the statement that the public will continue to think of Willard, and will continue to think well of Willard, because Willards perform as advertised.

☆ ☆ ☆ ☆ ☆

Many U.S. PATROL CHASERS and U.S. MINE SWEEPERS use



JEFFERY'S MARINE SHIP GLUE

for further information write

L.W. Ferdinand & Co., Inc.

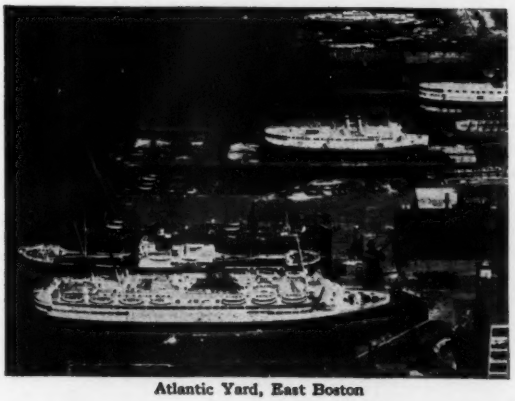
599 Albany Street ~Est. 1873~ Boston, Mass.

Boston Landings for July

(Hailing fares. Figure after name indicates number of trips.)

Acme (3)	87,500	Lillian & Anna S. (4)	76,600
Adventure (2)	186,800	Linta (8)	378,000
Alden (4)	215,000	Maine (2)	212,400
Alice J. Hathaway (2)	133,500	Maria del Sacorso (4)	90,400
Alicia (1)	39,000	Maristella (3)	273,600
Alphonso (6)	111,000	Martha G. Murley (1)	37,200
Angie & Florence (3)	108,000	Mary & Jennie (7)	156,700
Annie (8)	181,200	Mary Tapper (1)	48,300
Annie & Josie (8)	192,700	Natale III (1)	63,000
Antonina (3)	47,300	Natalie III (1)	65,000
Bethulia (1)	29,000	Neptune (1)	120,900
Bettina (3)	151,400	Newton (3)	354,000
Billow (3)	257,700	Njorth (1)	33,000
Boston (1)	124,000	Paolina (2)	7,700
Breaker (1)	82,800	Paolina II (1)	4,300
Breeze (4)	490,400	Plymouth (2)	245,600
Brookline (3)	337,100	Princess (8)	161,600
Cape Ann (2)	123,500	Providenza (9)	105,500
Capt. Drum (3)	59,000	Quincy (3)	390,700
Carlo & Vince (1)	67,000	R. Eugene Ashley (2)	117,500
Carmella (3)	8,100	Rita B. (1)	64,500
Carmella Maria (2)	3,000	Roma (4)	124,400
Catherine B. (3)	10,800	Roma II (1)	12,000
Clarence B. Mitchell (6)	136,700	Rose & Lucy (1)	27,000
Cormorant (3)	307,900	Rosie (6)	152,500
Dorchester (2)	191.300	St. Anna (2)	10,700
Eleanor (1)	45,000	St. Joseph (2)	38,500
Ethel (1)	9,100	St. Mary (3)	8,900
Fabia (2)	239,300	St. Michael Angelo (5)	10,900
Fannie F. Hickey (5)	179,000	Salvator (9)	93,500
Flow (2)	231,100	San Antonio (4)	7,500
Francesca (1)	4,300	San Calogero (2)	107,200
Frances C. Denehy (2)	151,500	Santa Maria (5)	243,100
Frank F. Grinnell (1)	82,000	Santa Rita (1)	300
Geraldine & Phyllis (2)	132,000	Sarah M. (6)	92,600
Gertrude & Phyllis (2)	88,000	Savoia (1)	12,100
Gertrude DeCosta (3)	80,800	Sea (2)	187,300
Gertrude Parker (1)	40,000	Sea Ranger (2)	123,400
Gossoon (1)	87,200	Sebastiana & Figli (1)	28,800
Helen Mae (1)	1,800	Serafina N. (2)	120,000
Huntington Sanford (1)	35,600	Serafina II (2)	111,000
Jackie B. (2)	132,000	Shamrock (2)	209,200
J. B. Junior II (7)	176,300	Six Brothers II (1)	3,000
Jennie & Julia (2)	81,000	Spray (3)	372,100
Joe D'Ambrosio (1)	21,300	The Friars (1)	40,000
Josephine & Mary (1)	32,000	Thomas Whalen (2)	184,400
Josephine F. (1)	4,500	Two Pals (1)	10,600
Josie M. (6)	192,600	Vandal (3)	255,500
Lark (1)	81,000	Wm. J. O'Brien (3)	359,800
Leonardo (1)	13,600	Winthrop (4)	276,600
Lillian & Anna (1)	21,200		

Trawler Repairs ...BY BETHLEHEM



Atlantic Yard, East Boston

Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor. Both have unexcelled facilities for the repairing and reconditioning of trawlers. In addition, Bethlehem's Fore River Yard is fully equipped to build modern Diesel fishing vessels.

BETHLEHEM STEEL COMPANY
SHIPBUILDING DIVISION
GENERAL OFFICES: NEW YORK, N. Y.
BOSTON OFFICE: 75 FEDERAL STREET

ALL SET FOR THE WET

FROG BRAND GETS THE DROP

That's Frog Brands job,...halting, controlling The Wet, through the full-cut, durable, protection of Frog Brand Oiled Work Clothing. Many men have put aside their industrial clothing for a bigger job, many will return once again to peaceful pursuits where protection from rain, moisture, — The Wet in all its forms is important. Today, this company serves both to the utmost of its ability, looks forward to the days of peace when all its production can be devoted to the fulfilment of civilian orders.

THE
H. M. SAWYER & SON CO.
EAST CAMBRIDGE
MASSACHUSETTS

Sawyer's

FROG BRAND OILED WORK CLOTHING

New Bedford Landings for July

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (3)	42,000	Hazel S. (3)	56,000
Alice (1)	11,000	Heedja (1)	13,000
Alice & Mary (1)	8,000	Hilda (2)	26,000
Alice J. Hathaway (1)	37,800	Hope (1)	13,000
Alice May (2)	14,000	Huntington Sanford (3)	85,000
Alma Bell (2)	32,000	Idlewild II (2)	10,000
Alva (3)	25,500	Irene & May (2)	42,000
American Eagle (1)	80,000	Irene & Walter (2)	18,000
Angeline (2)	13,000	Ivanhoe (2)	102,500
Anna (4)	68,000	J. Henry Smith (3)	35,000
Anna (Bl. Island) (2)	24,000	Joan & Ursula (5)	264,400
Anna C. Perry (1)	48,000	Josephine II (2)	799
Anna & Marie (3)	52,000	Kalverson (1)	33,000
Anna L. (2)	10,700	Kelbarsam (1)	18,000
Anna O. (3)	75,000	Liberty (3)	53,000
Annie L. (1)	500	Lillian B. (3)	29,000
Annie L. Jackson (2)	47,000	Little Growler (2)	152,500
Annie Louise (1)	12,000	Madeline (3)	48,000
Annie M. (2)	35,000	Marie & Eleanor (1)	115,000
Annie M. Jackson (1)	32,000	Marie & Katherine (2)	33,000
Arthur Tee (1)	13,000	Marquette (3)	43,050
Barbara (2)	43,700	Mary Grace (1)	51,700
Barbara Tee (2)	27,000	Mary J. Landry (1)	55,000
Bernice (2)	26,000	Mayflower (3)	40,000
Bessie (3)	24,000	Mildred T. (1)	2,000
Bethlehem (4)	39,160	Minnie V. (3)	53,000
Bozo (3)	41,000	Mishaum (3)	39,500
Carib (1)	8,000	Morning Star (2)	17,000
Carid (2)	16,500	Nashawena (3)	49,000
Carl J. (1)	12,000	New Dawn (1)	150,000
Carlo & Vince (4)	316,000	Nobadeer (3)	56,000
Catherine & Mary (1)	28,000	Palmers Island (3)	45,000
Charles E. Beckman (2)	32,000	Patsy (1)	20,000
Chas. M. Fauci (1)	8,000	Peerless (1)	19,000
Chas. M. Fauci II (2)	20,000	Phyllis J. (1)	27,000
Christina J. (1)	150,000	Priscilla (2)	30,000
Clara T. (3)	37,000	Quest (2)	24,000
Clifton (2)	24,000	Reliance (4)	27,922
Clinton (2)	37,000	Richard & Arnold (2)	29,000
Doris S. (1)	9,000	Roaring Forty (2)	5,030
Dorothy (2)	22,000	Rose Jarvis (4)	43,000
Driftwood (2)	27,000	Roswell P. (2)	6,000
Ebeneezer (2)	16,000	Russel S. (2)	40,000
E-C (2)	30,000	Ruth W. (2)	19,000
Edith (1)	18,000	Sankaty Head (3)	31,000
Eleanor K. (3)	34,500	Santina (1)	2,800
Eleanor May (3)	45,000	Sapho (2)	7,000
Elmardo (1)	3,000	Sevenous (1)	200
Elva & Estelle (1)	46,500	Southern Cross (4)	58,000
Emily C. (1)	18,000	Standee (1)	11,000
Fred Henry (3)	69,000	Sunapee (1)	147,000
Gay Head (1)	14,000	Two Brothers (1)	18,000
Genevieve D. (2)	20,000	Viking (2)	17,500
Grayling (1)	3,000	William B. (2)	26,000
Growler (3)	211,500	William Chesebro (3)	32,000
Harold (2)	16,000	Winifred M. (4)	41,500
Hazel Jackson (2)	47,000		

Scallop Draggers (Landings in Gallons)

Acushnet (1)	1,500	Marie & Eleanor (1)	1,500
Agda (2)	2,100	Mary (2)	3,000
Alpar (2)	3,000	Olive Williams (2)	3,000
Antonio (2)	2,600	Palestine (1)	1,500
Dagny (1)	1,500	Ramona (2)	3,000
F. J. Manta (1)	1,150	Rosalie F. (2)	3,000
Friendship (2)	3,000	Shannon (2)	1,510
Gay Head (2)	3,000	Sunapee (2)	2,970
Irene & Mabel (1)	1,500	Vik ng (2)	2,750
Liboria C. (1)	1,625	Virginia & Joan (1)	1,500
Louis Thebaud (1)	1,500	Winifred Martin (1)	1,500

McGrath, Briddell Advertising Manager

JOSEPH S. McGRATH, who became associated with Chas. D. Briddell, Inc., Crisfield, Maryland, oyster and clam tool manufacturer last spring, has been named advertising manager. His duties include editing *The Flambeau*, the Briddell house organ.

Mr. McGrath is a former publicity director of the Crisfield Chamber of Commerce, has published a number of directories and catalogues, and has done considerable free lance writing. He has been a member of the Maryland Publicity Commission since its creation in 1939, is editor of *The Crisfield Post*, a director of the Chesapeake Bay Fishing Fair Association, and is currently president of the Crisfield Rotary Club.

Briddell has been making tools, calendar pads, household and hardware items since 1895, formerly producing some 400 items. The company's chief effort now, however, is the manufacture of Ordnance Goods for the United States and her allies, although being permitted to make a limited quantity of goods for civilian use.

Briddell oyster and clam tools include tongs, knives, rakes, splitters and nippers.

New Brunswick Fishermen Want Price Floor

By C. A. Dixon

TO be a fisherman in these days of good prices and practically unlimited demand for catches of every kind, is to be "a lucky guy" as an observer termed the men who came in with good fares of fish recently in a Canadian line-fishing port. Well, it looks that way, and in many respects the saying is true, comparatively speaking. Fishermen do not have to worry over markets for their product, but with expenses very high, and the imperative necessity of increasing the size and convenience of boats and equipment, also the improvement of fishing equipment of every kind, they need money to meet requirements, and prices should not be allowed to drop or be curtailed by unwise legislation regarding price ceilings. What is needed now and for years to come is a price floor on every variety of fish so that the primary producers will be encouraged to remain in the industry and to provide more and more food for the people of North America and our neighbors in climes farther removed from the Atlantic Coast fish production centers. Surely the war has taught legislators the need for most careful and generous consideration of those who go down to the sea in boats to provide those on land with excellent food gathered at great expenditure of time, energy and money—and at the risk of life itself in many areas.

Pollock Fishing Good

Pollock fishing this year in the area around 'Quoddy River and its environs and also at the "Wolves", farther out in the Bay of Fundy, has been better than for some years past and hopes are entertained that good Fall fishing will be had also, so as to provide once more the much needed thousands of quintals of dried pollock, the slack-salted variety and the heavy salted, for the Maine and New Hampshire markets and those on the Canadian side of the border, as well as the West Indies if shipping space can be made available. Netters and handliners (peggers) have been getting very good fares, considering the value of the same made better by prices higher than usual; and if the squid should come to 'Quoddy this year a lot of money will be made by handliners before the snow blows in. The dogfish pest has slowed down operations in the "Wolves" region, but inside fishing grounds, as a rule, are not affected by the nuisance as much as are the outside grounds.

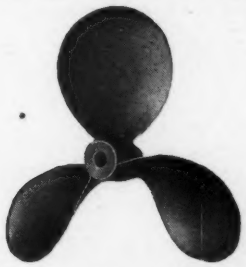
Herring at Deer Island

As July faded from the sardine herring fishing production picture, fish struck at Deer Island and vicinity, and it looks as if the real Summer school has arrived. It is a little too early, however, to state positively whether or not the present school is the one hoped for, but indications are that from now on there will be good fishing. So far, the weirmen in the St. Andrews Bay region have been the lucky boys, and some of them made a lot of money in June and July, particularly in the latter month. As old-time fishermen have remarked, "It's a St. Andrews Bay year." Years ago, when many thousands of hogsheads of sardine herring were boated annually to all the factories in Eastern Maine until "gluts" were annual features of the packing season, the price of herring at the weirs often dropped to as low as $1.00 a hogshead. Now weirmen feel quite discouraged if they don't get $15.00 a hogshead, the price that has been paid consistently for fish all Summer by both Maine and Canadian canners. It has not been an unusual happening in July this year for a couple of weirmen to make $1,000.00 before breakfast, but, of course, not many have done as well as that, although quite a number have "stocked" some thousands of dollars so far this season. On Campobello and Grand Manan the weirs have not caught many fish, but from now out it is expected they will have their turn, as well as those along the mainland shores of New Brunswick.

New Halifax Dragger

A. M. Smith & Co., Halifax, N. S., are having a 103-ft. dragger built at the LeBlanc Shipyard, Weymouth, N. S. The vessel was designed by Eldredge-McInnis, Inc., Boston, Mass.

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

on Bethanized Trawler Line

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.
2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

BETHLEHEM STEEL COMPANY

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"Electro-Phonic" Air Signal

Defense against Every Emergency—the Fisherman's Sentinel — Protects Lives and Investment.
Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping.
Unexcelled for Fog Penetration, Echo Signals, and Reliability.
Types, sizes for all Marine Needs — Mechanical Fog Horns.

Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST. PALMYRA, N. J.

Set Your Course With **EDSON**

DEPENDABLE STEERERS

Complete Steering Equipment Including

Wheels - Quadrants - Chains - Sheaves - Shock Absorbers

EDSON NON-CHOKABLE BILGE PUMPS

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DIESEL or GASOLINE . . 20 to 340 H.P.

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- **GENERATOR SETS**
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WRITE OR WIRE FOR FULL INFORMATION

THE BUDA CO. HARVEY (Chicago Suburb) ILLINOIS

Vineyard Fishermen Wary of Price Ceilings

By J. C. Allen

WITH July slipping astern in these latitudes, there is no more important angle for discussion in the fishing industry than the OPA price ceiling and the things which have resulted from this clamping on of the lid. For, whereas the Vineyard stood to make the best season in its history of 300 years of fishing, the luck, as the Wheelhouse Loafer writes, is all on the knees of the gods.

Nobody knows what is going to happen or what will result from such happenings. Probably, in the long run, some of the gang here and elsewhere will get low on cash and go to sea again, but right now the popular slogan is "we had to lay up to re-fit," or something similar. The word "strike" is never spoken in the best circles, and with good, sound reasons, too, but there are various sea-skimmers here and there who would be willing to strike, in the fullest sense of the word, if they could be certain that the blow would fall on the proper person or parties.

From a strictly side-line position, and a thoroughly unbiased viewpoint, we believe that the difficulty that has arisen is due to misunderstanding. We have voiced a mild warning of a day of reckoning to come, not from our own intuition, but from the words of far older, wiser men. Well, it has come, not as we expected it would, nor in any such shape as we had envisioned, but far more damaging in some respects.

For, consider: there is no milder man in the world than a fisherman. If anyone doubts it, let him consider the way and manner in which fishermen have been kicked around for years. Oh, sure, they holler, and once in a blue moon a man will haul off and black somebody's eye. But in the main, they take what comes and say little, just work harder to make up for loss by act of God or man, as it may be.

Now arrives a time when somebody thinks that something should be done. So they turn to and do something that makes all hands as mad as hell. We claim that it is unnecessary; never mind whether prices are right or wrong. And the main reason why it is unnecessary is because the Powers that Be insist that "fishermen have boosted prices" and "war has affected the markets".

Well, we argue that neither one is true. We have fished and messed with fishermen for 50 years, and we never yet have known a time when a fisherman made his market. Further, we know that fish prices started to boom long before anyone anticipated any war. We have argued this with our Congressman, who is a good and sympathetic cuss and who agrees with the fishermen. We have also argued it with OPA. We don't know whether we have got anywhere or not, but we hope to God that things are squared away soon. In the meantime we shall continue to argue, and the heft of our argument is to let the fishermen alone and keep the damned ceilings entirely away from the fisheries!

This may seem one-sided, but if it is followed, there are two things that we know will never happen. Nobody will have to go without fish to eat because they are too high, and nobody who goes fishing for a living will ever become a millionaire.

Fish as Usual

To take up the thread of our report here, we have made an honest effort to find out whether or not movement of fast craft, tests of explosions in the water, or any of those things, have affected the fishing. We can't honestly say that we have made any such discovery. The trap gear seems to be working about as usual. The hand-line fleet have found the fish, inshore and off, running as well as ever. The draggers have followed their usual course up to now, and their fares have dropped in size only as the apparent scarcity of one species or another has been noticed. This is one of the reasons why the price ceiling has not been welcomed, because it prevents the normal tilt in prices caused by the old law of supply and demand, and which has been the principal compensating factor in the fisheries since the days of Noah.

Hooks for Sea Fishing
"Catch More Fish per Strike"
Wright & McGill's commercial hooks are made of the finest quality steel, correctly tempered, with extra sharp points that "gets the fish." Our years of experience making fish hooks assures you of getting the finest, most dependable hooks made. Write for details.
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WRIGHT and McGILL Company
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MANUFACTURERS of WORLD-FAMOUS EAGLE CLAW HOOKS
Sold by Leading Distributors
COMMERCIAL
LARGE EYE RINGED
SEA HOOK RINGED EYE
FLATTED END HOOK
"THEY HOOK AND HOLD"

Lobster School

The lobsters acted funny during the month. After a considerable spell of just moderate luck, they struck on and filled the pots to the funnels. Then just as quickly they headed offshore and the luck went to the devil overnight. Now this is regular old-time stuff except that they hung around for a time instead of picking up and moving. But it is the first demonstration of a real summer school in many a year and probably should be regarded as good news.

Sword Run Close In

Sword seems to be plentiful, judging from all reports, but nobody would ever guess it from the number that have been landed. Wind and roiled water have made them wild, and there may have been other reasons, too. But they have run close in, through most of the month and many have been ironed, but no single boat has taken many. Our guess is that August will prove to be a better month than July, just on percentages, because the weather has been too hot for either good swordfishing or lobstering during this month. In shoal water, excessive heat doesn't make too much of a hit with several varieties of sea-food in the raw.

The American Way

Not too much more to add to this catalogue of events, facts and figures. The air is too thick, as a man might say, with the brimstone of argument floating about in chunks. But after all, this is still America and an honest man can still secure a hearing for himself if he goes after it; effort is required, and cool-headedness, rather than the sort of stuff that makes all hands sore; but we are going to ship our oars at the termination of this report in the belief that a way out for all hands will be discovered. The American way has never failed yet, even if it has been full of faults at times, and it will not fail now.

"Pesco" Changed to "Brino"

A NEW leaflet has just been issued by the Seydel Chemical Company, 225 Mercer Street, Jersey City, N. J., describing "Brino", which was originally introduced as "Pesco". The leaflet says that "Brino" is the dip for seafoods, and that it retards spoilage. The leaflet explains the treatment for fillets, freezing, fish steaks, crabmeat, oysters, dried salt fish, shrimp and smoked fish.

It states: " 'Brino' is a Magnesium Benzoate, a white salt possessing bacteriostatic properties. When seafood is washed or otherwise treated with 'Brino', the development of bacteria is retarded, thus extending the time it remains fresh. Off-shore fish packed down with ice containing 2/10 of 1% 'Brino' arrive in port in much better condition than those packed down with ordinary ice. They also show a much lower bacterial count. Ice containing 'Brino' melts more slowly than regular ice."

Copies of this leaflet may be had from the Company on request.

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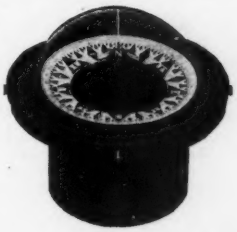

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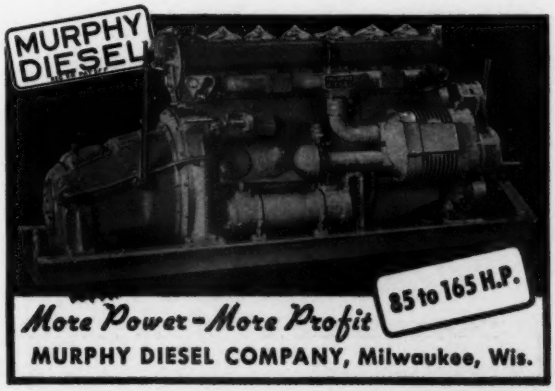

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CHRYSLER MARINE ENGINES
To Turn Propellers up to 40"

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Concentrating on War Production
and Serving Fishermen
the best we can
After the war — 100% for the fishermen
HATHAWAY MACHINERY CO.
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Winches — Deck Gear — Propulsion Equipment

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
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On the Boston Market over 30 Years
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CONSIGNMENTS SOLICITED FOR
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International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Marine Bargains

Diesel Engines—pair Superiors M.R.A. 100 hp., 3 to 1 reduction gears, rebuilt, with propeller outfits. New 1939. 150 hp. C.O. 3 cylinder rebuilt, propeller outfits and auxiliary. 1 pair Wintons 450 hp. air inj., many auxiliaries, good condition. Fairbanks Morse 30 hp. Model A 4½ rebuilt, with propeller outfit. 60 hp. Model B Hill-Diesel with reduction gear, electric starting, rebuilt. 80 hp. Atlas, four cylinder, with clutch and propeller outfit, rebuilt—also many others. Gas engines 10 hp. and up. Work boats, fish boats, etc. Prices reasonable. Ritchie Compass, 9" card, good as new, $30. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

FOR SALE

Diesel powered beam trawler, now in commission, 55 gross tons. Ice 65,000 lbs. fish. Buda powered 165 hp. with reduction gear. Engine and all equipment new Fall 1942. Hull rebuilt 1942. 71′ x 17′ x 7′, speed 10 knots—good accommodations. Now delivering (average) 60,000 lbs. fish per trip. Write Box 2, c/o Atlantic Fisherman, Goffstown, N. H.

FOR SALE

1-70 hp. 4 cyl. heavy duty Automatic
1-175 hp. Lathrop-Mystic model
1-8 cyl. Chrysler Majestic, 2:1 reduction gear
1-125 cu. ft. metal lifeboat.
Bogans Boat Basin, 75 Broadway, Pt. Pleasant, N. J.

FOR SALE

Diesel trawler *Dorothy*—49′ x 14′ x 6′. Fully equipped and fishing at Montauk, Long Island. Powered by a 4 cylinder, 60 hp. Atlas Imperial Diesel motor, installed new in 1938. Perry B. Duryea, Montauk, Long Island, N. Y.

FOR SALE AND WANTED

For sale: Large number of marine Diesel engines from 10 hp. to any size needed. Wanted: Engine parts for all makes, reverse and reduction gears for all sizes. Write, wire or phone, General Diesel Sales Corporation, Wolf Ave., Chambersburg, Pa., Telephone 400.

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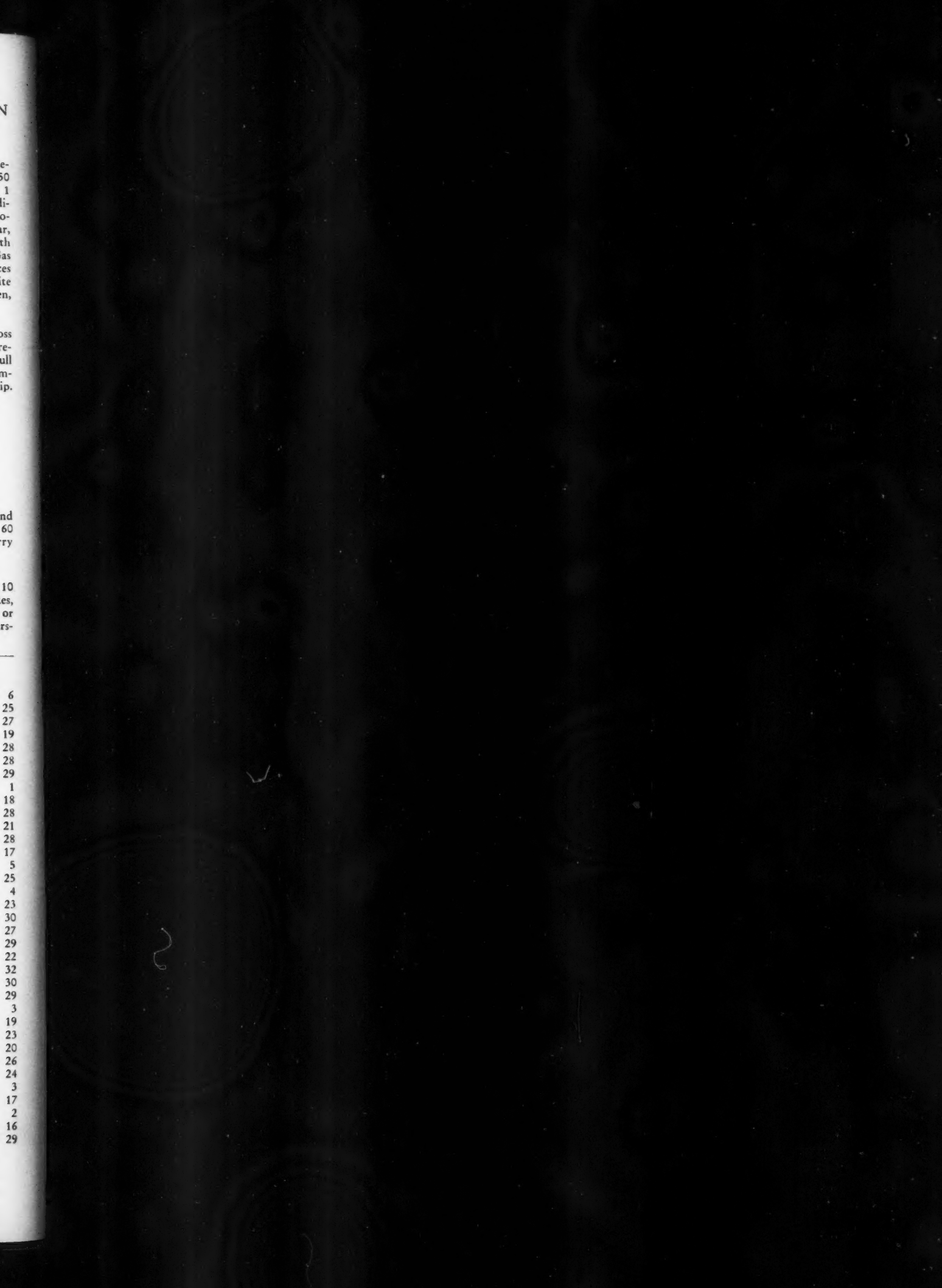
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